Traffic Safety

DECEMBER 1961

QUARTERLY RESEARCH REVIEW

Technical Section

A NATIONAL SAFETY COUNCIL PUBLICATION

HOW MUCH FEDERAL CONTROL?

by Congressman Roberts

GM's President on

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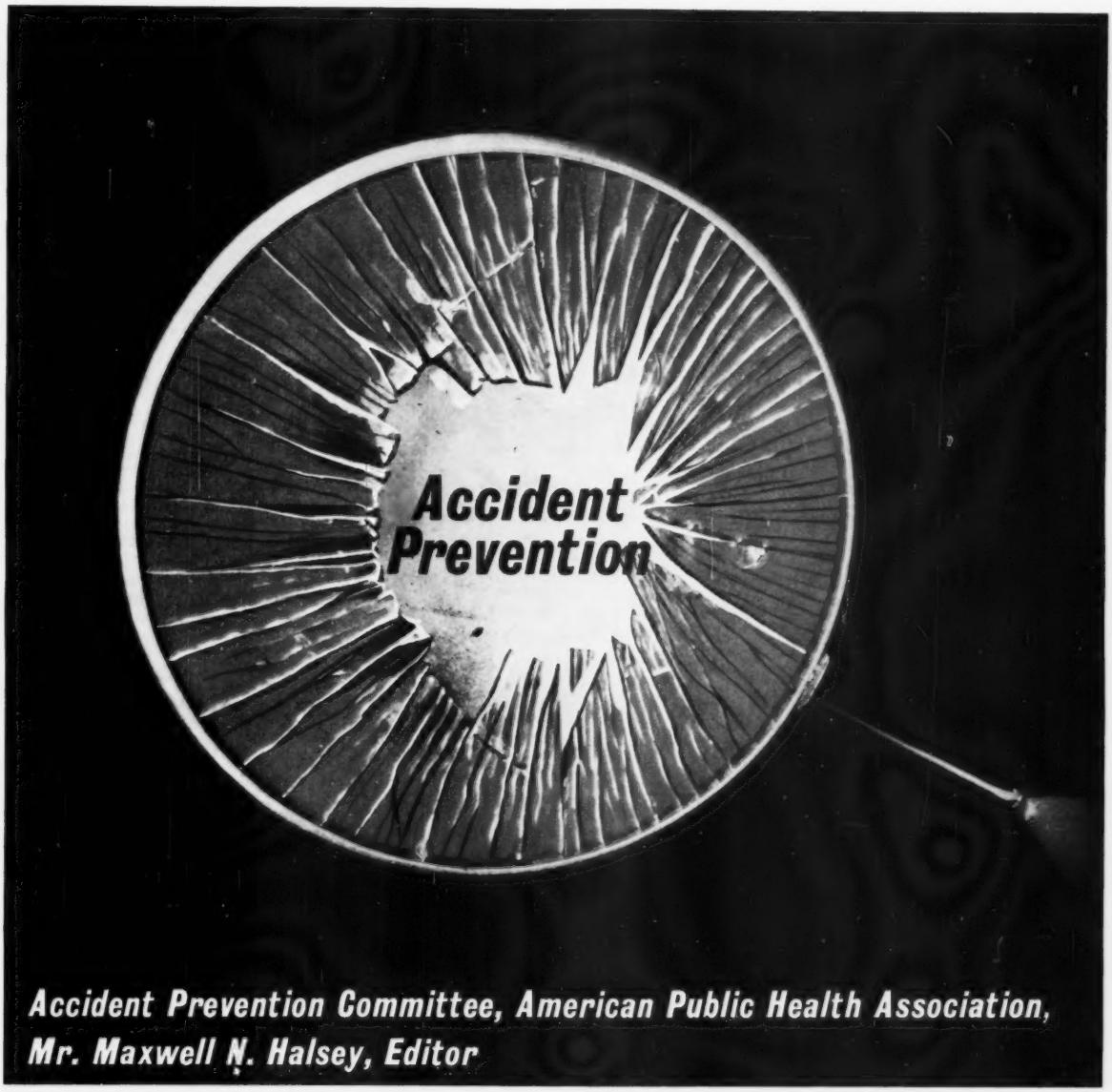

Accident Prevention Committee, American Public Health Association, Mr. Maxwell N. Halsey, Editor

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by Lois Zearing, Librarian, NSC

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Highways

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Plan for a county's needs. Don B. Salyer. *Better Roads*. September, 1961. p17-18, 42.

Planned snow and ice control. Elmer H. Lund. *Street Engineering*. September, 1961. p36-37.

Wrong direction travel on New Jersey's Garden State Parkway. Melvin J. Kohn. *Traffic Engineering*. September, 1961. p21-25.

Insurance

How insurance rates for young drivers got that way. Jack C. Carr. *Inspection News of the Retail Credit Co*. September, 1961. p81, 85-86.

Legislation

A round-up of new state laws. *Commercial Car Journal*. September, 1961. p209-211, 214.

Licenses

Motor Vehicle License Fees and Size, Weight and Safety Requirements for Commercial Vehicles. 1961. 31pp. Canadian Automobile Chamber of Commerce, 160 Bloor St., Toronto 5, Ont., Canada.

Motor transportation

Challenging new concepts in fleet effi-

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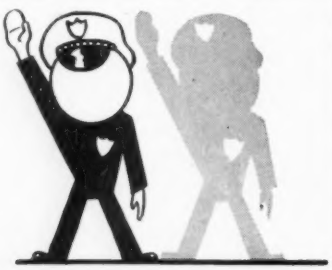

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Traffic Safety

Volume 59 Number 6 December 1961

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TRAFFIC SAFETY is dedicated to the prevention of traffic accidents through the presentation of objective information and responsible opinion to official agencies, public support groups and the motor transportation industry. The views expressed do not necessarily reflect the beliefs or policies of the National Safety Council, but they are presented in the conviction that the pressing social problem of traffic accidents can best be resolved through freedom of expression and open debate.

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BETWEEN STOPS

CORNELL Aeronautical Laboratory recently announced that it had designed a "rubber" automobile.

No, it's not a fender-bender's dream. It's an experimental skidless vehicle. The car actually is not made of rubber. The term "rubber" in the lab's test auto is derived from the car's elastic performance characteristics.

In appearance, the auto is not unique. It's a stock model. But the instrument panel consists of a series of knobs which permits changes in the car's center of gravity, tire pressure, load and suspension.

The lab's aim is to compile data to help engineers design a safer, more maneuverable car.

But imagine the possibilities this opens up for tomorrow's back seat driver. Can't you hear him directing, "Quick, change your center of gravity!"

DEATH TOLL FALLS STEADILY

by H. Gene Miller

MOTOR-VEHICLE deaths in September totalled 3,350. This was a 4 per cent decrease from the September, 1960 total of 3,490. September was the fifth consecutive month to show a decrease or no change in deaths over the same month of the previous year. This brought to seven the total number of months in 1961 to show a decrease or no change in deaths from the same month a year earlier.

For the first nine months of 1961 deaths totalled 27,110, down 2 per cent from the 27,580 total for the same months in 1960.

Travel for the first nine months is indicated to be about 1 per cent ahead of last year. This increase, coupled with the 2 per cent decrease in deaths, produced a mileage death rate of 5.0 (deaths per 100,000,000 vehicle miles). This was the lowest death rate on record for this period, and compares with 5.2 for the same months of 1960.

Disabling injuries during the first nine months of the year are estimated at about 950,000. These are injuries resulting in disability beyond the day of the accident and do not include minor injuries which undoubtedly total millions more.

H. Gene Miller is director of the National Safety Council's research and statistics department.

Traffic Summary

September	1961	1960	Change
Deaths	3,350	3,490	—4%
Nine Months			
Deaths	27,110	27,580	—2%
Mileage (billions)...	541	533	+2%
Death Rate...	5.0	5.2	—4%

The nation's turnpikes had a mileage death rate for nine months of 2.2 (deaths per 100,000,000 vehicle miles), identical with the 2.2 recorded for the same months of 1960. Deaths on the turnpikes for the first nine months totalled 240. This was a 6 per cent increase over the 1960 total for the same months, an increase which about matched the increase in travel.

Among the 49 states reporting September experience, 30 had fewer deaths than last September, two reported no change and 17 had increases.

For nine months 26 states showed decreases, one reported no change and 22 had increases.

Cities experienced 6 per cent decrease in September, according to reports from 743 cities over 10,000 population. For nine months, these cities showed a 5 per cent decrease.

Cities with fewer deaths in September totalled 123, compared with 118 having more deaths, 502 showed no change (mostly perfect records).

For nine months, 289 cities had decreases while 278 had increases, with 176 showing no change.

In September, 548 of the 743 cities reporting had perfect records. Of these the three largest were: Cincinnati, Ohio (502,600), Rochester, N. Y. (318,600) and Nashville, Tenn. (253,400).

For nine months 192 of the cities still had perfect records. Of these the three largest were: New Britain, Conn. (82,200), Pawtucket, R. I. (81,000) and Binghamton, N. Y. (75,900).

The three leading cities in each population group at the end of September, ranked according to the number of deaths per 10,000 registered vehicles were:

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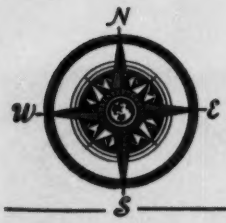
Leading at the End of September

States				Cities			
Delaware	—38%	South Dakota	— 9%	Charlotte, N. C.	—63%	Mobile, Ala.	—20%
Maryland	—20%	New Hampshire	— 9%	Kansas City, Mo.	—44%	Rochester, N. Y.	—19%
Mississippi	—19%	Washington	— 8%	Albuquerque, N. M.	—41%	Philadelphia, Pa.	—18%
Hawaii	—19%	Missouri	— 7%	Memphis, Tenn.	—39%	Birmingham, Ala.	—18%
North Dakota	—19%	South Carolina	— 7%	Cincinnati, Ohio	—38%	Cleveland, Ohio	—16%
Vermont	—18%	Massachusetts	— 5%	Richmond, Va.	—38%	Portland, Ore.	—15%
Louisiana	—16%	Indiana	— 5%	Baltimore, Md.	—31%	Dallas, Tex.	—14%
Ohio	—14%	Wyoming	— 4%	Pittsburgh, Pa.	—30%	Los Angeles, Calif.	—13%
New Mexico	—13%	Kentucky	— 3%	San Antonio, Tex.	—29%	Columbus, Ohio	—13%
Utah	—12%	Arkansas	— 2%	Buffalo, N. Y.	—28%	Detroit, Mich.	—12%
Georgia	—10%	North Carolina	— 1%	Dayton, Ohio	—27%	New York, N. Y.	—10%
Florida	— 9%	New York	— *%	Phoenix, Ariz.	—24%	New Orleans, La.	—10%
Tennessee	— 9%	Alabama	— *%	San Jose, Calif.	—22%	St. Louis, Mo.	— 6%
				Boston, Mass.	—21%	Oakland, Calif.	— 3%
				Atlanta, Ga.	—20%	Oklahoma City, Okla.	— 3%

*Less than .5%.



Today's Traffic

A real champ

Henry W. Harris, 76, of Brigham City, Utah, who has driven trucks and automobiles more than half a million miles since buying his first Model T in 1916, has never had an accident or collected a dime of insurance. In all these years he has paid a total of $4 in traffic fines. His driving includes much big city driving, and he has taken his family on several trips around the U. S.

Safety bonus

Standard-Triumph, British manufacturer of sports cars, is making safety belts available on all models through its dealers. The belts are the diagonal variety, first used in Sweden and now used also in England.

Setting a good example

Sixty-five new automobiles recently purchased by Montgomery County, Md., are equipped with safety and anti-fume devices, including seat belts, padded dashboards, padded sun visors and a "blow-by" device. All future county purchases of automobiles will include this equipment. The 65 cars include 26 full-sized police cars, seven full-sized sedans for public works administrative use, and 32 compact cars.

Trumps or chumps?

Drivers who don't seem to find traffic a sufficient challenge are now playing car-pool bridge. This can be played if there are three passengers to make a foursome. When the car comes to a stop—for a traffic light or brief traffic tie-up—the driver bids. Then the dummy plays the driver's hand. When there is a major traffic jam, the driver gets a chance to play his own hand.

Six for seat belts

The *Virginia Traffic Safety News* reports that a vacationing Virginia driver credits seat belts with saving his life and the lives of his wife and four children. The family was involved in a serious accident while traveling through Kansas. A front tire blew out and the car rolled over several times. Although insurance investigators said it was one of the worst wrecks they had ever seen, all six occupants (who were wearing seat belts) walked away with minor cuts and bruises.

Installment sentence

A California law requires a mandatory jail sentence of from five days to six months for a second offense of driving under a revoked or suspended license. The sentence cannot be suspended, but the judge can permit service on consecutive weekends.

Free ride for "belted"

Florida has come up with a cash inducement to safer holiday driving. During a recent holiday weekend, drivers *using* the seat belts they had installed in their cars rode free on Florida toll roads. According to John Hammer, turnpike authority, the purpose of the promotion was two-fold—to save lives and to call attention to the life-saving role of seat belts.

CONGRESS ON CAMERA

A record attendance, stimulating sessions and an ultra-modern setting led many delegates to pronounce the 49th Annual Safety Congress the best in history.

Traffic delegates found arrangements at the newly remodeled Pick-Congress hotel ideal. The main meeting room, seating more than 500, afforded excellent acoustics and motion picture facilities. But the large traffic headquarters, adjoining the main meeting room, stole the show.

Its display-lined walls told the current traffic story. Here, delegates browsed between sessions . . . conducted impromptu conferences around the many tables provided for this purpose . . . boned up on recent traffic literature . . . or just visited.

Picture on left shows delegates relaxing at annual Congress banquet. In photo above, cameraman catches typical scene at traffic headquarters.

Edward Scheidt, commissioner, North Carolina Department of Motor Vehicles, airs views at general session on post-licensing control.

G. C. Stewart, NSC executive v.p., addresses Annual Meeting.

Shell's Carol Lane (second from left) poses with traffic safety award winners—(left to right) Mrs. William R. Humes, Mrs. John Coleman and Mrs. David Ruetenik—at Carol Lane Awards luncheon.

Dr. George M. Wheatley of Metropolitan Life presents Metropolitan Award to J. Stannard Baker of Northwestern University Traffic Institute for his work on interdisciplinary research project.

William H. Lowe, chairman, NSC board, MC's Annual Banquet.

Richard O. Bennett, chairman, Traffic Conference, presides at annual meeting of the conference, which was held on Sunday of Congress week.

NEWS FROM CAPITOL HILL

THE Kennedy Administration's first Congressional session adjourned after an almost record length.

Traffic Safety

The Congress passed S.1440 and the President signed it into law as P.L.87-359 to amend and expand the Driver Registry Law enacted last year. Under the original law, a register is maintained of drivers whose licenses have been revoked. The amendment expands the listing to those whose licenses were suspended, thus enabling participation by 13 additional states whose laws were not amendable to the original term of the registry act.

Before the President even received this amendment of the original act, for signature, Congressman Roberts introduced H.R.9443, requiring persons who operate motor vehicles in interstate commerce, principally in the transportation of passengers, to have operator's or chauffeur's licenses. These must be issued by a state under a statute which the secretary of commerce has determined "to be substantially in accordance" with articles I, II and III of chapter six of the Uniform Vehicle Code of the National Committee on Uniform Traffic Laws and Ordinances. Violation would be punished by a fine not to exceed $500 or imprisonment of not more than one year.

The National Capital Transportation Agency, created last year to carry out a transit development program for the Washington, D. C., area, was authorized by P.L.87 to acquire facilities, property and rights-of-way to be used as transit service.

The Senate approved S.455, which would extend the duration of the air pollution control act for another two years, until 1966, and authorize the surgeon general of the U. S. Public Health Service to create investigating and public hearing boards to dig into major pollution problems and ascertain the facts about atmospheric contamination which is interstate in character. The Senate committee's report stated: "Scientists have generally concurred that a major source of fumes which are ingredients of smog and pollution in most cities is the motor vehicle. . . ."

The Senate Committee on Government Operations favorably reported S.1633, with amendments, to create a new cabinet Department of Urban Affairs and Housing.

The first inter-American traffic seminar recommended uniformity in traffic laws and regulations throughout the Americas, "strict regulations for the issuance of driving permits," standardized road signs, and controls over the maximum dimensions and weights of motor vehicles. The seminar, which was attended by delegates from 20 countries, urged the Organization of American States to furnish help to member countries in planning and establishing national highway organizations.

Commercial Transportation

P.L. 87-247 authorizes the Interstate Commerce Commission to delegate to employe boards the review of cases involving safety, subject to appeal to the I.C.C. itself.

The Atomic Energy Commission issued notice of proposed regulations designed to assure that appropriate precautions are taken in connection with shipments of irradiated fuel elements to protect against accidental criticality, radiation exposure of individuals and release of fission products. The regulations provide criteria for cask design and for "shipping procedures which will be acceptable from a radiological and nuclear safety standpoint."

Licenses will be issued for three operations in the transportation process: loading the fuel elements into the casks, transporting the loaded casks, and unloading the casks. Neither the method of mounting casks on vehicles nor the operation of the vehicles are covered by these proposed regulations.

State and Local Safety Councils

S.Con.Res.46 (Capehart) and H.Con.Res.392 (Harvey), identical bills introduced at the close of the Congressional session, would express the sense of the Congress that "(1) existing safety organizations and all interested citizens in each state should combine their efforts to establish therein, as a division of the National Safety Council, a state safety council whose main

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This report is an information service. Publication does not imply National Safety Council approval of or opposition to any legislation mentioned.

Wisconsin Passes Seat Belt Law

All 1962 cars sold in Wisconsin must be equipped with safety belts on the two front seats.

The law making seat belts mandatory was passed during the last session of the state legislature and signed by Gov. Gaylord Nelson. Wisconsin is the first state to enact such legislation.

The law states: "It is unlawful for any person to buy, sell, lease, trade or transfer from or to Wisconsin residents at retail an automobile, which is manufactured or assembled commencing with the 1962 models, unless such vehicle is equipped with safety belts installed for use in the left front and right front seats thereof."

It also makes the following provisions regarding installation: "All such safety belts must be of a type and must be installed in a manner approved by the motor vehicle department. The department shall establish specifications and requirements for approved types of safety belts and attachments thereto. The department will accept, as approved, all seat belt installations and the belt and anchor meeting the society of automotive engineers' specifications."

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HOW MUCH FEDERAL CONTROL?

by Kenneth A. Roberts

THE federal government's interest in highway safety is greater than generally realized. We all know about the vast modern interstate highway system, financed largely with federal money. With these improved highways we can go farther and faster with fewer accidents. But good roads do not eliminate accidents. So modern, scientifically designed highways are not the answer to the accident problem. The real truth of the matter, as we all realize, is that there is no one answer. You cannot solve the problem with slogans or posters or traffic tickets or with any one of a number of other remedies which have been suggested.

Congressman Roberts prepared this address for delivery at the opening traffic session of the 49th National Safety Congress.

But the federal government can do a lot more about the problem than financing better roads.

Now, at the outset, let me say that philosophically I am a states' rights man. You will find me generally voting that way. But the states have responsibilities as well as rights.

No state has a right to throw a barrier across interstate commerce. No state has a right to interfere unreasonably with the free flow of commerce between the states. And permitting hazardous situations to exist is a form of interference.

Traditionally, the states have the responsibility of making and enforcing traffic safety laws. The states set safety standards for automobiles, issue permits to drivers, and so on.

But a long time ago we found that state control was inadequate insofar as interstate bus and truck traffic is concerned. So we have the Interstate Commerce Commission responsible for common carrier safety.

No one is advocating that this control should be relaxed or abolished. Most would say that it should be strengthened, especially in tightening up on vehicle safety standards and maintenance.

The federal government has a responsibility to protect interstate commerce. The federal government protects the public in a number of areas where state regulation is impossible or unreasonably cumbersome. I need only cite the pure food and drug laws.

Would anyone claim that the federal government has no business in this field?

The federal government has complete jurisdiction over safety regulation of air commerce, exercises control over an airplane from the time it goes on the drawing boards until it is junked. The federal government issues licenses to pilots to fly airplanes and to mechanics who maintain airplanes.

In the field of highway safety the states have been dragging their feet in recent years. The reluctance of the states to adopt the Uniform Motor Vehicle Code which was proposed over 35 years ago is a good example.

Unrealistic Attitude

This refusal to adopt a code which has the approval of such organizations as the American Bar Association, International Chiefs of Police, National Safety Council and many other outstanding organizations, is the most glaring example of an "ostrich in the sand" attitude that has come to my attention. No one doubts that adoption of this code would do a lot for highway safety.

This is the same type of "do nothing" attitude which is ever too much in evidence when safety bills are proposed in the Congress of the United States.

Last year the Congress considered a bill sponsored by Mr. Rhodes of Arizona to set up a national registry of drivers whose permits have been revoked for driving while drunk or for a traffic violation involving loss of life. Not a single organization representing the states was in favor of the bill. In fact, the only organization which had the courage to appear and press for adoption was the National Safety Council represented by George C. Stewart, executive vice president.

The state organization represented at the hearings opposed the bill. However, I am happy to report that the register established by the bill has been a success and at the recent session of Congress, the program was expanded to include states that suspend as well as revoke permits, and it is believed that all of the states will participate.

I would like to say that on the amendment adopted last session the organization representing the states did appear in favor of the legislation, so perhaps we are making progress.

Now, let us go back to the question of the adoption of the Uniform Motor Vehicle Code. Why can't we get it adopted?

If the states cannot get together on a uniform code, should the federal government step in with legislation to fill the most important gaps, such as driver licensing, motor vehicle safety standards, and motor vehicle inspection?

That is the question being asked with more frequency in Washington. The answer perhaps is up to the states themselves.

Before we get into these questions, which are really the $64 questions insofar as federal control is concerned, let me outline briefly some of the things the federal government can do without going too far into the so-called states' rights field.

These are: 1. Research. 2. Safer government vehicles.

Research is certainly a field in which the federal government can take the lead. Federal appropriations not only supply needed funds but serve as "seed money" to stimulate public and private contributions to research projects.

The federal government is spending a lot of money on various health research projects but little on traffic safety, which is a major public health problem.

We have nearly 40,000 deaths and more than 4,000,000 injuries each year in highway accidents. In fiscal year 1961, the U. S. Public Health Service spent $1,480,000 on highway safety research, only a small part of the amount spent on health research.

National Heart Institute statistics show that in 1959, we spent about $78 million in public and private funds on heart disease research. This is about $87 per death. We spend about $360 per death on cancer research. We spend about $2.50 a year per death on highway safety.

The record shows quite clearly, I think, that we need to expand the federal accident prevention program. Accidents of all kinds are the third leading cause of death in the United States. To get the federal government more actively into accident prevention, I have introduced a bill to establish a National Accident Prevention Center in the Public Health Service to concentrate on this important health problem that we so sadly and so shortsightedly have been neglecting.

The states and private foundations cannot be expected to shoulder all of the cost of this research, the results of which mean so much to all of us.

Research is costly. It is time-consuming. Talented research specialists must be found and put to work. To do this, we need a long-range program.

A lot of questions need to be answered in highway safety and we need research to give us the answers. Some of these questions are:

1. What are the minimum requirements for operating a car?

2. How do drugs and alcohol affect drivers?

3. What minimum physical standards should be set for drivers?

4. What safety features should be required for automobiles?

The federal government can move in other areas without infringing on the jurisdiction of the states.

Government's Responsibility

The federal government could and should establish minimum safety standards for the passenger-carrying motor vehicles it buys.

Figures submitted to my subcommittee by the Bureau of Employees' Compensation show that for 1959 we had 3,912 federal civilian employes injured in motor vehicle accidents, and 50 deaths. These employes lost 421,-010 days from work as a result of these accidents, for a total direct cost to the government of $4,335,307.

I have pending in the Committee on Interstate and Foreign Commerce, a bill which would do something about this. This bill, H.R. 1341, would establish safety standards for government-owned passenger-carrying motor vehicles. Extensive hearings have been held on this measure and have accumulated an impressive amount of favorable testimony from doctors, engineers, scientists, and safety experts.

My bill not only would help to reduce the cost of highway accidents to the government but also would promote the building of safer automobiles

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SAFEGUARDING SAFETY PROGRESS

by John F. Gordon

SAFE working conditions and safe conduct on the job are essential to the well-being of the men and women of our company—and to their efficient performance.

Safe products are essential to the success of our business—and to the manifestation of our sense of responsibility.

And helping in the promotion of safety throughout the community is a vital part of our role as a "corporate citizen."

The tangible benefits of our occupational safety program in General Motors leave no doubt that a demonstrated interest in safety is worth the effort. Our record is a matter of considerable pride and gratification to us.

By "us" I do not mean just top management. I mean all the people of General Motors, for all share both the credit and the benefits.

Safety promotion in industry is a *team effort*. Every individual must participate, just as all must help achieve such industrial goals as high productivity and high quality.

This universal obligation for safety adds emphasis to the responsibilities of management.

Down-the-line individual cooperation is a result of sound *leadership*. Management must provide a safe working environment. It must develop safe procedures. It must train employes. It must assure adequate supervision. It must stimulate safety consciousness through continuing education.

Above all, management must keep everlastingly at the job. Accidents are a *continuing threat*. Their prevention must be a *continuing effort*.

This year, for the fifteenth time, the National Safety Council presented its Award of Honor to General Motors.

If you think this sounds like boasting, you are quite right. It is boasting. I admit it without embarrassment because I believe we all should take more conspicuous pride in safety awards. We should be proud not only of the commendation itself but—more important—of the achievement on which it is based.

Taking the quarter century since 1935, we find that the population death rate for all accidents has dropped almost one-third.

Obviously, there is no basis for complacency in these figures. The record can and must be greatly improved. But there is a basis for *confidence*—confidence that sustained, intelligent application of recommended measures will achieve continuing progress.

Adherence to this conviction is a necessary defense against certain forces which threaten to impede the safety movement. These forces are many and varied, but they have one thing in common. They are all founded on the false premise that the situation is hopelessly out of control and that a drastically different approach is needed.

From this common starting point, various groups go in different directions. One takes the worn and crowded road to Washington to seek the sup-

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John F. Gordon is president of General Motors Corp. This article is an adaptation of an address given by him at the National Safety Congress Banquet.

posed magic of federal intervention. Another sets forth like medicine men to peddle a new gadget or gimmick. Another, moving backward, urges drastic, "police-state" measures. Still others just roam about looking for scapegoats.

You who have professional competence and responsibility to promote safety must oppose these diversionary forces in two ways. First, you must continue to resist the siren call of alleged panaceas. Secondly, you must demonstrate as effectively as possible the worth of established safety measures.

The organized safety movement in this country is now about a half-century old. At this age, I am sure it is capable of demonstrating considerable *maturity* in meeting its challenges. Insofar as it does, you will not have to worry about the retarding influence of self-appointed experts.

At the same time, maturity must not dull *intellectual curiosity* and *initiative*. You know well that your basic programs, sound as they are, can be further refined and supplemented. While rejecting the obviously impractical, you must continue to adhere to the idea that innovations are both possible and desirable.

There are at least two compelling reasons for doing an *ever better safety job*.

One is the fact, of which I am sure you are aware, that each added measure of safety tends to be more difficult to achieve than the previous one. The law of diminishing returns goes to work unless efforts are constantly improved and intensified.

The other goad to continuing improvement of safety efforts is the fact that technological progress often brings new *problems* as well as *benefits*. There are those who deplore progress because of this. Actually, solving newly created problems is simply an inherent part of making progress through innovation.

There are also those who welcome change but who rashly undertake new activities without adequate preparation.

The competent safety worker plays a key role in technological progress by educating both the fearful and the foolhardy. He makes new machines and methods serve us better by showing us how to live with them.

Since I am not a professional, I shall not presume to offer any technical suggestions for keeping safety abreast of progress. However, I should like to urge intensified action in one particular area—*off-the-job* safety programs.

This is a highly promising and largely unexploited field. The greater our progress in reducing work accidents, the greater the off-the-job accident problem looms in proportion as a threat to individual security, to industrial efficiency and to the general welfare.

In most cases today, the worker is safer *on* the job than *off* the job. More than two-thirds of the accidental deaths and more than half of the injuries to workers occur *off* the job. In companies with good work safety programs, the ratio of off-the-job injuries averages about *7 to 1*.

Reference to off-the-job safety immediately brings to mind the biggest single part of the whole accident problem. *That is highway traffic safety.*

Because of its size and complexity, the traffic accident problem calls more urgently than any other phase of safety for intelligent thinking and aggressive action.

This need is further underscored by the fact that the traffic safety field has in recent years been particularly beset by self-styled experts with radical and ill-conceived proposals.

The current popularity of automotive safety engineering as a hobby for people in all walks of life has contributed little of importance, I'm afraid, to this highly technical field.

The general thesis of these amateur engineers is that cars could be made virtually foolproof and crash-proof, that this is the only practical route to greater safety and that federal regulation of vehicle design is needed.

This thesis is, of course, wholly unrealistic. It also is a serious threat to a balanced approach to traffic safety.

To begin with, it is completely unrealistic even to talk about a foolproof and crash-proof car. This is true because an automobile must still be something that people will want

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Gov. David L. Lawrence (left), receives NSC's Certificate of Achievement from W. G. Johnson, NSC general manager, for Pennsylvania's progress in accident prevention in 1960. O. D. Shipley, commissioner of traffic safety (center) looks on.

A pennant announcing the safety alert was used. Gov. Otto Kerner (left) and Robert Campbell attach one to an official car.

ILLINOIS ORGANIZES FOR SAFE HOLIDAYS

by Robert A. Campbell

WHAT are the elements of a coordinated statewide holiday traffic safety campaign? How should this intensified program be organized? What groups should be invited to participate? What role does the news media play?

These questions, and others, were answered in the 1961 Illinois Labor Day Traffic Safety Campaign. The elements of this program could certainly be used in various locales throughout the United States and Canada for any statewide, or local, program—and at times other than Labor Day.

Plans for the 1961 Illinois Labor Day Safety Campaign were initiated early this year. The first of two statewide planning meetings was held on May 27 in Springfield with approximately 40 representatives of national, state and local safety councils, industry, labor, clergy, women's organizations, police departments and other associations and organizations attending.

The second planning meeting was held in Chicago on July 7 and included more than 60 representatives of similar groups.

Because this was Labor's own national holiday, the campaign was spearheaded by organized labor under the leadership of the Illinois State AFL-CIO and the direction of John Fewkes, president of the Chicago Teachers' Federation. Prior to the holiday, hundreds of kits were distributed in support of the Illinois campaign by the labor department of the National Safety Council.

In the early planning stages, many conferences were held with G. G. Grieve, manager of the National Safety Council's labor department and Harold Holmes, manager of NSC's religious department.

Early in August, thousands of Illinois Holiday Alert newsletters were received by representatives of the numerous groups that participated in the campaign. Plans for the forthcoming campaign were outlined in the letters.

Local safety councils were asked to assemble in a special meeting, members of the local council and representatives of all official, civic, business and other groups.

Once the wheels were set in motion, and each of the cities knew what was being planned statewide and in other communities, they then decided how this Labor Day Safety Campaign could be implemented in their own areas.

Rock Island not only actively participated in the Labor Day Safety Campaign but also conducted an intensified seat belt campaign of its own.

In all, more than 8,000 seat belts were sold by the Rock Island Safety Council. Belts were sold from a 55-foot house trailer, which also served as headquarters for the campaign, and at authorized service stations, automobile dealers, retail stores with service facilities and independent garages. These authorized dealers displayed yel-

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low and black signs, "Rock Island Safety Council Authorized Seat Belt Installation Station."

Representatives of the various stations were instructed in the approved installation procedures by the safety council and agreed as a public service during the campaign to install the belts at a modest cost to motorists. A uniform charge for installation was agreed upon at the clinic.

Results of the campaign were tremendous. I have already mentioned that more than 8,000 belts were installed. The coverage by the news media in the Rock Island area gave the safety council considerable stature in the community. In addition, all accident reports now include information as to whether seat belts were or were not in the auto and whether they were in use.

The Springfield Safety Council continued its outstanding work during the campaign and initiated the "Watch Dogs for Safety" during the Labor Day holiday. More than 300 volunteers were stationed at 33 high accident intersections throughout the city during the holiday. The "Watch Dogs," working on three-hour shifts, observed approximately 8,600 traffic violations during this dangerous 78-hour period.

The volunteers had no police powers, issued no tickets, nor did the police use information gathered for issuance of citations. Large banners reading "Watch Dogs for Safety — Springfield Safety Council" were placed on each volunteer's auto while stationed at an intersection.

While fine programs were conducted in many communities, special mention should be given to Bloomington, Jacksonville, Rock Island, Lake County and Chicago.

In Bloomington cooperation of news media, banks and citizens was outstanding. For example, all Bloomington Normal banks sponsored several advertisements in the local newspaper.

In addition, numerous business, professional and civic organizations conducted outstanding campaigns in their own areas. This included the United States Post Office, Chicago; Illinois Optometric Association and Auxiliary, and the International Harvester Co.

The Illinois Bell Telephone Co. went all out in the campaign. All Illinois Bell employes were asked to drive at least 5 m.p.h. under posted speed limits, and in accordance with weather, road and holiday conditions; to have their cars safety checked at one of the stations giving free Holiday Alert safety checks; to turn their headlights on dim during daylight hours, and to display the Illinois Holiday Alert pennants on their car antennae.

In addition to the kits prepared by the labor and religious departments of the National Safety Council, the Division of Traffic Safety prepared a statewide traffic safety kit in cooperation with the National Safety Council, Illinois State AFL-CIO, statewide clubs and organizations, and Illinois religious leaders for traffic safety.

Contents of the kits varied. The materials in some were general in nature, in others they were items of particular interest for clergy, labor or news media. Special slides and spot announcements were prepared for television stations by the Illinois Association for Crippled Children.

The clergy in the state, through the Governor's Religious Committee for Safety, assisted the holiday program by declaring in local communities a Traffic Safety Sabbath for the weekend of August 25, 26 and 27. Moral responsibility for safe driving was stressed, with emphasis on the commandment, "Thou Shalt Not Kill."

Gov. Otto Kerner, at a press conference held in his Chicago office, August 29, suggested that Illinois motorists could help to reduce traffic accidents during the 78-hour Labor Day weekend by their cooperation with a voluntary statewide speed control program.

The governor said, "I feel that if all drivers would hold their speeds to at least five miles below the posted speed limits or in accordance with conditions, several lives may be spared and many accidents avoided this holiday."

He based his suggestion on the fact that "speed too fast for conditions" is ranked as the principal contributing circumstance in Illinois fatal and injury accidents.

The governor also referred to the state's "Lights On" campaign which urged all motorists to use their driving lights on low beam during the daylight hours of the 78-hour holiday.

Soon after the governor's press conference, two conference calls were made by William Morris, superintendent of the Illinois State Police and myself. The purpose for the calls was to coordinate last minute arrangements

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IT'S FASHIONABLE TO USE SEAT BELTS
SEAT BELTS Save LIVES
ROCK ISLAND SAFETY COUNCIL
SEAT BELT HEADQUARTERS
SOLD HERE
and by DEALERS DISPLAYING THIS SIGN
OFFICIAL SEAT BELT INSTALLATION STATION

A house trailer served as a seat belt sales center in Rock Island. More than 8,000 belts were sold with the aid of authorized dealers.

WHO IS THE "PUBLIC" IN PUBLIC SUPPORT?

by Nils A. Lofgren

LACK of an accurate and generally accepted definition of the term *public support* has resulted in confusion as to what it is and how to achieve it.

In my opinion, obtaining public support for traffic safety means "creating the needed degree of support from the *publics* of a community for traffic accident prevention measures."

Speaking of *degree of support* implies the belief that there are varying degrees of support.

Speaking of *publics* in a community implies the belief that there is not just one public to be considered, but many.

Both implications are deliberate, of course. Both require amplification.

In the usage of the term public support in the field of accident prevention there is probably more agreement on what is meant by public, namely, everyone in the community, than on what is meant by support.

However, in the closely related field of public relations it has been found that it is necessary to deal with *publics* rather than with *a public*.

Applying this to the field of traffic safety, there would be the public of officials, the public of business leaders, the public of donors or contributors to the safety organization, the public of the insurance industry, the public of automobile manufacturers, the public of news people, the public of parents, the public of truck drivers, etc. Obviously there is overlapping but there are important advantages in thinking and acting in terms of publics rather than of a public.

For example, in some cities the public support needed to put an improved enforcement program into effect may be the support of the public of officials and the public of news people and this may be obtained thru the direct efforts of a citizen safety organization without the participation or support of any other public.

It is also more precise and more practical to recognize that there are degrees of support. Support may range from reluctant acceptance to vociferous demand. To achieve a particular objective, such as a new pedestrian ordinance or a step-up in the enforcement program, varying degrees of support may be needed from several publics rather than general support from the general public.

Select Key Groups

For example, a high school driver education program might be achieved with strenuous support from the news media public and the parents and only acceptance support from the city officials, the school officials and from all other publics.

Another measure may be achieved by gaining strong support from one or several small publics and by merely informing other publics.

If the support of a few groups is to be effective, then the publics in general must be informed by news sources that the official action in question is a needed and a beneficial one.

This is another way to say that the news media must be one of the publics which are supporting the action.

This support by the news media is important not only in getting officials to take the action sought, but also in answering those groups or individuals who may attack the action once it is taken; and also in clearing up the misunderstandings that often arise during the early administration of the measure.

An official will be far more willing to take an action if he is assured that if and when objections are raised, the news media and other groups will defend the action and praise the official's courage and wisdom.

These observations may not be new. They may be assumed by many persons who use the term public support and may be implicit in their policies and actions. But even for those persons, and especially for those who may be unaware of these distinctions and their significance, it is important to state them explicitly.

It is especially important to be aware that in achieving support for a particular measure, it may be unnecessary and even dangerous to try to create that support among all publics at once by means, for example, of a publicity program.

Unnecessary, because this is usually difficult and because the support of one or a few groups may be all that is needed.

Dangerous, because opposition may develop among one or several groups whose support is not really needed but whose opposition might be serious.

The opposition may develop in any event, but working with selected publics without a general publicity program will mean that the groups whose support is either not needed—or whose response would be opposition—would not be getting the information that might trigger their opposition, nor would they have the time that would enable them to organize their opposition.

Of course, it is not always practical to ignore a group from which important opposition can be expected; and wherever possible this opposition should be eliminated or neutralized in advance.

There will be instances where the safety organization can use a public

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that offers strong support for a measure to overcome, or at least neutralize, the opposition of another public which it would be dangerous to ignore.

Three further observations are appropriate.

First, it is important to recognize that any one public may not give equal support to all measures or even approve all measures.

Second, in some communities, especially small ones, there may be so much overlapping among the various groups that it may be difficult or impossible to work with one or a few without others quickly knowing about it. Even in such a situation, however, application of the concept of publics and the concept of degrees of support will have important advantages.

Finally, it is important to realize that there are different ways to make known the support that has been created. The amount of expression must be carefully determined.

The support can be expressed by a headline news bombshell, by a quiet, friendly and private visit between the mayor or governor or other official and one or several key citizens and by various measures between these two.

In general, it is advisable to assume that the official in the key position on a particular measure will accept the quiet, private visit of one or several influential persons as adequate evidence of support.

Even this official, however, might reasonably request that there be public evidence of support also in the form of favorable news items, editorials and public expressions from civic groups.

And, of course, in some circumstances it will be necessary to carry on a prolonged and vigorous public expression of support before the key officials are willing to take the action sought.

There can be no doubt that any significant reduction in traffic accidents depends upon putting adequate official programs into effect and that this achievement is dependent upon the creation of public support.

But the public support will not be created by declaration of its importance. And neither will it be achieved simply with a publicity campaign, or a public education program, or a public meeting.

Achieving public support in a particular situation may require one or all of these and much more. Whatever is required must be carefully determined before overt public or private action is taken.

By thinking of the community in terms of publics, it will be possible to determine where there is opposition, where there is support, and in what degree each exists. This information will in turn be of direct and significant help in mapping the strategy of obtaining the support for the measures and programs that will enable cities and states to make real progress in reducing traffic accidents. STOP

Command Performance for Safety Gear

Britain's style-setting Princess Margaret shows good example by wearing safety shoulder harness.

Busy Chancellor Konrad Adenauer of West Germany takes time out for important security action.

AAA Auto Trainers afford high school students an opportunity to learn traffic safety in a large group under simulated conditions.

Can a Simulator Sub for a Car?

Pennsylvania study finds it can—up to a point

by Lewis M. Heeter and Earl Allgaier

SINCE the beginning of high school driver education, about a quarter of a century ago, men have been devising ways and means of reducing the cost of instruction by making it possible for one teacher to supervise the practice of many students at one time. Lane Technical High School in Chicago pioneered this in 1936 by using a classroom of dummy "cars" and an off-street driving range where a number of students could practice driving under the supervision of one or two instructors. Since this beginning, much talent has been devoted to developing effective driving simulators and driving ranges.

Lewis M. Heeter is a driver education instructor, Beaver Falls High School. Earl Allgaier is manager, driver education division, traffic engineering and safety department, American Automobile Association.

The average cost of a complete course throughout the nation, including 30 hours of classroom instruction and six hours behind the wheel, is about $44. This covers mainly the teacher's salary and the car operating expenses. About 75 per cent of this total cost is for the teacher's salary while he is supervising the six hours of practice driving for *each student* behind the wheel. It is quite obvious that if there is to be any substantial reduction in cost, one instructor must be able to supervise the practice of several students at one time. This can be accomplished by the use of simulators and driving ranges. Two simulators are now used in a number of schools.

This particular study summarizes the results obtained by the use of the AAA Auto Trainer. The auto trainer uses a miniature car on a moving roadway. This report covers a study at Beaver Falls (Pa.) High School in which 44 students had no practice on the auto trainer and 112 students had varying amounts of practice on the auto trainer but less practice in a car.

Procedure

This study was undertaken during 1959 and 1960. Six auto trainers were used by the experimental groups. These trainers have the conventional controls of an automobile. The steering wheel controls the front wheels of a miniature car about 10 inches long. This car is driven on a roadway painted on a belt 10 feet in circumference. The speed and direction of the belt are controlled by a brake, clutch, accelerator and transmission. If a student makes an error, his mistake is immediately known and he must take steps to correct the error.

In this study, the trainers were set up to operate like automatic shift models.

During the first semester of the 1959-60 school year, preparations for the study were made, including the use of the equipment. Actual teaching and gathering of data were done during the second semester and ensuing summer.

Nearly 200 students were included at the beginning of the study. These students had no previous driving experience; agreed to refrain from practice driving outside the course; had taken the classroom phase; had their 16th birthday after December 1, 1959; had a visual acuity of 20/30 or better and a field of vision on each side of at least 75 degrees.

These students were divided into four groups, comparable with respect to the following characteristics:

1. Intelligence quotient
2. Height
3. Sex
4. Manipulative ability as measured on the auto trainer for a period of five minutes after 10 minutes of practice. Steering ability and reaction time were measured.

All instruction was given by two full-time instructors who attempted to keep the instruction as uniform as possible. A series of 14 lessons of 15 minutes each which were recorded on tape were developed to standardize the instruction on the auto trainers. Some of the lessons were repeated two or three times.

The use of standardized instructions on tape appears to be a very important element in this training program. Students receive exactly the same instruction during the last period of the day as during the first period. The instructor is free to go from student to student giving individual help where needed.

Evaluation

It is easy to develop gadgets for mass training, but to be effective, these devices must give practice equivalent to that received in a car. The "proof of the pudding" is the performance—at the end of the course—of the students who received part of their instruction on the simulator as compared to those students who received all of their practice in a car. For lack of a better measure of performance, a comprehensive road test seems to be the best currently available.

Results

At the conclusion of the instruction, all students were given the road test developed by Amos E. Neyhart. This consists of a check list of 135 errors which may be made while taking the road test. The two instructors giving this test had previously tested more than 2,000 students over a seven-year period.

The table shown on this page briefly summarizes the results obtained. A low number of errors indicates better performance on the final road test.

In this particular sample, groups A and B did slightly better than groups C and D but the difference was not statistically significant.

Scores on the final road test given at the end of the course were correlated with intelligence, steering ability on the auto trainer and reaction time measured at the beginning of the course. The only statistically significant correlation was between steering and the road test. This was —.22 indicating that those with better steering scores at the beginning of the course did better on the road test at the end of the course.

Scores made on the road test by males were slightly better than the scores by females but the difference was not statistically significant.

Conclusions

From this study and previous studies which have been made with this simulator, the following conclusions seem justified:

1. Practice on a simulator can be substituted for a substantial amount of practice driving in a car, thus reducing the cost per student trained.
2. Because of lack of precise measurements of performance, it is not possible to determine a precise substitution ratio that is the number of hours of practice on a simulator which are equivalent to an hour of practice in a car.
3. The law of diminishing returns apparently applies. After a certain number of hours of practice on the simulator, little is gained by additional practice.

The following references are available from the American Automobile Association: Cost Analysis of High School Driver Education Programs, 1957-58; *Driver Education Saves 5,500 Lives,* 1961 and *Effectiveness of a Driving Simulator,* 1959.

Road Test	Group A	Group B	Group C	Control Group D
Number of Errors	9 Hrs. Auto. Tr. 5 Hrs. Car	4 Hrs. Auto. Tr. 4 Hrs. Car	4 Hrs. Auto. Tr. 6 Hrs. Car	8 Hrs. Car
0- 20	7	3	4	4
21- 40	8	9	9	9
41- 60	6	6	8	11
61- 80	6	4	2	1
81-100	6	2	7	4
101-120	4	4	6	11
121-140	1	1	3	1
141-160	—	1	1	2
161-180	—	1	—	—
181-200	1	—	—	—
201-220	—	—	—	—
221-240	1	—	—	—
241-260	—	—	1	—
261-280	—	—	—	1
281-300	—	—	—	—
No. in group	40	31	41	44
Mean score	65.50	63.69	73.63	73.86

Testing chart shows that if use of the auto trainers is substituted for practice driving cars, results are effective, but after a certain number of hours of practice on the simulator, little is gained by additional time.

Insurance Institute Presents Driver Education Awards

Seven states have been honored for their 1960-61 high school driver education programs.

Delaware, Florida, Kansas, Maine, North Carolina and Utah have received achievement awards in the 14th Annual National High School Driver Education Award Program.

Michigan was the first state in the history of the program to receive an excellence award. In receiving this award, Michigan set a national record by having more than 90 per cent of its schools offer a qualifying driver education course to more than 90 per cent of its potential high school students for three consecutive years.

A qualifying course consists of 30 clock-hours of classroom instruction and six clock-hours of practice driving, and is taught by teachers who have met specified requirements.

The states which won achievement awards had at least 60 per cent of their public high schools providing qualifying courses to at least 60 per cent of the annual number of eligible students, with the courses taught by qualified teachers.

Forty-eight states and the District of Columbia participated in the 1960-61 award program, which is sponsored by the Insurance Institute for Highway Safety. This program is the medium recognized by the President's Committee for Traffic Safety as the annual measurement of high school driver education progress throughout the country.

Seventy-one per cent of the nation's public high schools offered a course in driver education. Fifty-three per cent of the schools offered courses which met or surpassed nationally recommended standards.

Of the more than 2 million public high school students who reached legal driving age during the last school year, more than 1 million were enrolled in a driver education course, and 39 per cent were enrolled in a qualifying course.

In the 20 states which reported on non-public high school driver education, 23 per cent offered courses in driver education in which 21 per cent of the eligible high school students were enrolled. Approximately half of these courses met nationally recommended standards.

J. W. Bethea, executive secretary of the President's Committee for Traffic Safety, was chairman of the Board of Judges for the 1960-61 award program.

Bethea observed that a big job to be done in driver education is convincing those in positions of decision of its importance.

"School administrators must recognize the need for a qualifying driver education course for every high school student—and they must work to get these courses in the curriculum," he said.

"Another group that needs to understand the benefits of driver education are state legislators. They must recognize the need for state financial aid to driver education—and the need for legislation requiring every driver under 18 years of age to be a graduate of a qualifying driver education course."

Research Review Highlights

(Complete texts of the studies described below are given in the Research Review supplement, which follows Page 50 of this issue of TRAFFIC SAFETY.*)*

South African Bus Drivers

(Page 2)

That the accident potential of individual drivers is different and so consistent as to represent a function innate in the individual are conclusions reached in a remarkable piece of research published recently by L. Shaw and H. S. Sichel, psychological and statistical consultants to the Public Utility Transport Corp. of Johannesburg, South Africa.

This study of individual accident proneness is significant on two counts —the number of drivers studied (894) and the time period covered by the study (up to 10 years for some individuals).

The study was based on the accident records of African bus drivers operating 85 passenger diesel buses in heavy city traffic in the non-white communities of Johannesburg and Pretoria, South Africa.

The researchers developed for each bus driver a control chart classifying him as an accident risk. By gradually eliminating the higher risk men and replacing them with men of lower accident potential, the company achieved a 38 per cent decrease in its accident rate over the last eight years, the authors claim.

Metropolitan Award

(Page 14)

J. Stannard Baker, director of research and development for the Traffic Institute at Northwestern University, has been named winner of the 1961 Metropolitan Life Award for Research in Accident Prevention.

The award is administered by the National Safety Council under a grant from the Metropolitan Life Insurance Co. It is designed to encourage research into the prevention of accidents.

Baker's project — an exploratory study in traffic accident investigation— was judged to be "the most significant contribution toward the reduction of accidental injuries and deaths" of 54 projects submitted for consideration. All forms of safety were represented by the projects.

Baker and his research team attacked the problems of accident investigation from several angles.

A team comprised of an engineer, a physician, and a behavioral scientist (first a psychologist and later a sociologist) studied specific accidents. Using the data compiled by this team, other researchers analyzed the principal published concepts of traffic accident causes to determine what they had in common. Another approach attempted to discover why the most critical step in identifying the cause of an accident often goes wrong.

MAIL BAG

Concurring Opinion

Congratulations on a very interesting, concise and thoughtful article "The Reckless Driver," by Edward C. Fisher, in the October issue of TRAFFIC SAFETY.

The author brings into proper perspective the menace—yes, the criminality—of the reckless driver as against all other types of traffic violators including the D.W.I.

After many years on the traffic bench and hearing tens of thousands of cases, I concur entirely in the viewpoint that the reckless driver has been sadly neglected from the standpoint of getting his just deserts for the potential killer that he is.

Thomas M. Powers
presiding judge
Municipal Court
Akron, Ohio

On Driver's Side

I wish to commend you most heartily for the very fine article, *Pity the Poor Driver,* by Gerald Kaminski, which appeared in a recent issue of TRAFFIC SAFETY. Unfortunately, most traffic safety officials take the easy way out and blame the driver when an accident results. It is much easier to say a driver was driving too fast for conditions, did not have his vehicle under control or was following too closely, without taking the time or trouble to investigate more thoroughly to see what the real cause or causes were which contributed to the accident.

In our work, we are constantly on the alert to do those things which are helpful to the driver and will make his driving task easier but, unfortunately, we run into considerable opposition because we are accused of being too technical or that our suggestions are going to cost some money.

I personally do not think that enough importance is being placed on the little things in traffic, whether they be the so called minor traffic violations or the very elementary tools which are available to the traffic engineer.

Perhaps you could find the time to say more along these lines?

Herbert J. Klar, chief
bureau of engineering and planning
Division of Motor Vehicles
State of New Jersey

Double-Duty Stripe

We read with interest *How Close Is Too Close* by Stuart Wright and Robert B. Sleight in your September issue of TRAFFIC SAFETY.

The "rule-of-10" is easy to remember, but how many drivers can judge speed and space?

If the safety engineers and traffic engineers would work together and make the most "perfect yardstick" for drivers standard, there would be no memory work and very few rear-end collisions.

The "perfect yardstick" is the center striping on our highways which all drivers are constantly watching in order to stay on the right side of the road.

It can also be used to space the vehicle safely from the vehicle in front. For instance in Oklahoma the stripe is 14 feet long on the state highway with a 30-foot space between the white stripe; this gives 44 feet for one white stripe and one blank space. If we take a truck 50 feet long, the driver could accurately space himself by seeing two white stripes at 10 m.p.h., three at 20 m.p.h., four at 30 m.p.h., five at 40 m.p.h., etc. In Texas the stripe is 14 feet; however, the spacing is 16 feet, this gives a total of 30 feet for a stripe and a space. On the turnpikes and toll roads the space is 25 feet and the stripe 15 feet or a total of 40 feet.

Why not get a standard and let *all drivers,* good and poor judges alike, have a "perfect yardstick" by selecting a standard for all states and highways as well as cities?

This standard yardstick which all driving eyes use to stay on the right side of the road can keep them a safe distance from the vehicle in front as well. Why not?

C. L. Henry, director,
accident prevention department,
Commercial Standard Insurance Co.
Fort Worth, Texas

Too Many Lights

For a number of years the tourist has been plagued with traffic lights sometimes located on the side of the street and sometimes in the center, often backed up with neon signs which have caused traffic errors because the red light was masked out by its location or neon.

The danger is increased by Christmas decorations. The local decorators find the center traffic light an ideal support for two to four strings of colored lights with a large number of them red or orange. These decorative lights completely mask out the red, a stranger does not know it is there—he cannot see it unless it turns green—until it is too late and an accident is caused or narrowly averted.

The tourist is handicapped trying to watch local traffic, find the traffic lights, watch for highway directions, pedestrians and school zones all at the same time. Then the community masks out the traffic lights with decorations.

I am sure that most city officials do not realize the tourist's handicap when he is arrested for "running a red light" and do not realize that someone has hidden the light that was intended to guide him. Also the hazard period lasts nearly two months, from about November 15 to sometimes January 15.

I cannot suggest a solution except education, but the places where this occurs is in the small and medium sized towns which do not have safety directors and are almost out of reach of an education campaign. It might help traffic control in general if *all* red traffic lights were changed to flashing, to me a flashing red commands attention and you do not have to

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Sioux Falls and Connecticut Win Trustees Award

Sioux Falls, S. D., and Connecticut have been named by the National Safety Council as the city and state which did the most in 1960 to protect their citizens from accidents of all kinds.

Thus they became the winners of the Council's highest award, the Trustees Award, which differs from others by taking into account all fields of accident prevention covered by the Council — traffic, work, home, farm, school, recreation and transportation.

The award is based not only on accident records, but on accident prevention activities of all organizations, both public and private. It is the most comprehensive formal recognition conferred by the Council.

Both winners received a special art creation in Steuben glass, fashioned to symbolize the Flame of Life which accident prevention seeks to sustain.

Formal presentation of the awards was made at the banquet of the 49th National Safety Congress, held in the Conrad Hilton hotel in Chicago Tuesday, Oct. 17, before 2,000 guests.

"The most exacting and comprehensive study by our staff and the judges of the award went into the selection of Sioux Falls and Connecticut," said Howard Pyle, president of the Council. "The award could be made only after months of exhaustive review of the accident records and the accident prevention activities of hundreds of cities and every state.

"It should be emphasized that while the total score attributed to Sioux Falls and Connecticut was higher than that of any other city or state, they did not necessarily excel in each separate category of accident prevention.

"But the honor that has come to the recipients of the award could not have been achieved, we are sure, without a sustained, intelligent and effective effort by public officials, safety organizations and many other groups and individuals.

"Safety is earned; it does not just happen. The National Safety Council therefore salutes and commends Sioux Falls and Connecticut for bringing to their citizens the assurance that they have chosen as their homes a place where safety is not a word, but a way of life."

Judges of the award were members of the Awards Committee of the Council's board of directors. They were N. Russell Johnson, vice president, eastern region, Railway Express Agency; Dr. A. L. Chapman, assistant surgeon general, U. S. Public Health Service: E. M. Cushing, director of industrial relations, United States Rubber Co.; Robert T. Ross, manager, employe services department, Ford Motor Co.; A. E. Spottke, vice president, Allstate Insurance Co.; and Sanford B. Cousins, vice president in charge of personnel relations, American Telephone and Telegraph Co.

Gov. John Dempsey accepted the award for Connecticut.

Mayor Fay Wheeldon did the honors for Sioux Falls.

New Posts for Grant Mickle and Carlton Robinson

D. Grant Mickle, traffic engineering expert and former director of the Automotive Safety Foundation's traffic engineering division, has been appointed deputy federal highway administrator of the Bureau of Public Roads of the U. S. Department of Commerce.

Mickle had been with the Automotive Safety Foundation since 1943. During that time he had served as advisor or director for traffic surveys and studies in a number of states and cities throughout the country.

From 1940 to 1943, Mickle was traffic engineer for the City of Detroit, a position he accepted after organizing the traffic and safety division for the Michigan State Highway Department and serving as its first director. He was assitant director and planning engineer for the Michigan Highway Planning Survey from 1935 to 1939. He served as director of the public works section of the Massachusetts Highway Accident Survey in 1933-34.

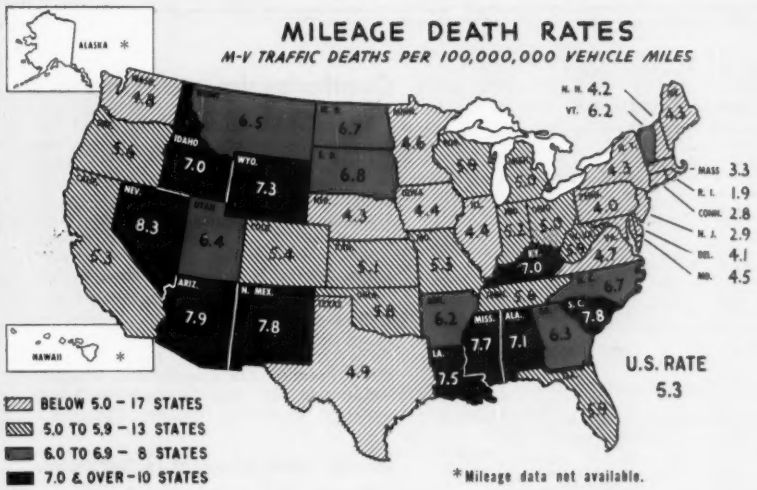
He is a member and past president of the Institute of Traffic Engineers, and holds membership in the American Society of Civil Engineers, American Association of Public Works Officials, and the American Society of Planning Officials.

Carlton C. Robinson, who has been a traffic engineer with ASF since 1955, succeeds Mickle at the foundation.

A native of Long Beach, Cal., Robinson is a graduate of Oregon State College and the Yale University Bureau of Highway Traffic and was assistant traffic engineer of Portland, Ore., before joining the ASF staff.

He is the principal author of the book *Freeway Operations*, recently published by the Institute of Traffic Engineers. He also is the author of a short course guide for traffic engineering training and assisted the National Committee on Urban Transportation in the publication of a series of technical manuals or urban transportation planning.

Robinson is chairman of the Technical Council of the Institute of Traffic Engineers and also is a member of the American Society of Civil Engineers and of the Traffic Flow Theory and Highway Capacity Committees of the Highway Research Board.



TRAFFIC ACCIDENT FACTS

1961 Edition

Here's a digest of the most used and the most sought after traffic accident statistics taken from the latest edition of *Accident Facts*.

MOTOR-VEHICLE ACCIDENTS, 1960

Deaths **38,200**

Injuries **1,400,000***
(Disabling beyond the day of accident)

Motor-vehicle Mileage **720,000,000,000**

Costs **$6,500,000,000**

*Disabling motor-vehicle injuries are not reported on a national basis. The total shown is an approximation based on a ratio of disabling injuries to deaths developed from special studies. The total is the best estimate for the current year; however, it should not be compared with totals shown in previous editions of ACCIDENT FACTS to indicate either year-to-year changes or trends.

Death rate (per 100,000,000 miles of travel).....**5.3**
Registered vehicles in the U. S......**73,900,000**
Licensed drivers in the U. S......**87,000,000**

Accident totals

Severity of Accident	Number of Accidents	Drivers Involved
Fatal	**33,000**	**47,000**
Nonfatal injury	**900,000**	**1,600,000**
Property damage	**9,500,000**	**16,800,000**
Total (rounded)	**10,400,000**	**18,500,000**

How the persons were killed

		Deaths	Change from 1959
All motor-vehicle accidents		**38,200**	**+1%**
Includes deaths involving mechanically or electrically powered highway-transport vehicles in motion (except those on rails), both on and off the highway or street.	Urban	10,500	+ 5%
	Rural	27,700	— 1%
Pedestrian accidents		**7,750**	**—1%**
Includes all deaths of persons struck by motor vehicles, either on or off a street or highway, regardless of the circumstances of the accident.	Urban	4,900	0%
	Rural	2,850	— 3%
Collisions between motor vehicles		**14,800**	**—1%**
Includes deaths from collisions of two or more motor vehicles. Motorized bicycles and scooters, trolley buses, and farm tractors or road machinery travelling on highways are motor vehicles.	Urban	2,650	+ 8%
	Rural	12,150	— 3%
Noncollision in roadway, overturning, running off roadway		**12,100**	**+3%**
Includes deaths in all types of noncollision accidents. Classification is according to first event. If car runs off roadway and then strikes fixed object, death is charged as noncollision accident.	Urban	1,600	+14%
	Rural	10,500	+ 1%
Collisions with railroad trains ..		**1,310**	**+9%**
Includes deaths from collisions of motor vehicles (moving or stalled) and railroad vehicles at public or private grade crossings. In other types of accidents, classification requires motor vehicle to be in motion.	Urban	490	+14%
	Rural	820	+ 6%
Collisions with bicycles		**460**	**—4%**
Includes deaths of bicyclists and motor-vehicle occupants from collisions between bicycles and motor-vehicles on streets, highways, private driveways, parking lots, etc.	Urban	210	0%
	Rural	250	— 8%
Collisions with fixed objects		**1,700**	**+6%**
Includes deaths from collisions with fixed objects such as trees, walls and abutments, where the collision occurred while the vehicle was still on the highway. (See comment on noncollision.)	Urban	650	+ 8%
	Rural	1,050	+ 5%
Other collisions		**85**	**+12%**
(street cars, animals, animal-drawn vehicles)			

Includes deaths from motor-vehicle collisions not specified in other categories above. Accidents resulting in 80 of the deaths involved animals or animal-drawn vehicles. Five deaths arose out of accidents with street cars. This latter total is the lowest on record, reflecting a continuing decrease in the number of street cars.

Motor-Vehicle Deaths by Days and Months, 1960

Day	1960 Deaths by Day		Total Deaths by Month and Average Deaths by Day											
	%	Ave.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
Total	100%	38,200	2,890	2,380	2,400	2,960	3,330	3,210	3,450	3,470	3,490	3,690	3,430	3,500
Daily Ave.		105	93	82	77	99	107	107	111	112	116	119	114	113
Monday	12%	88	78	69	65	83	90	90	93	94	98	100	96	95
Tuesday	11%	81	72	63	60	76	83	82	86	86	89	92	88	87
Wednesday	11%	81	72	63	60	76	83	82	86	86	89	92	88	87
Thursday	13%	95	85	75	70	90	98	97	101	102	106	108	104	103
Friday	15%	110	98	86	81	104	113	112	117	117	122	125	120	119
Saturday	21%	154	137	121	114	145	158	157	164	164	170	175	168	166
Sunday	17%	125	111	98	92	117	128	127	132	133	138	142	136	134

Source: Based on reports from 30 state traffic authorities.

Motor-Vehicle Death Rates and Costs, 1913 to 1960

Year	No. of Deaths	No. of Vehicles (millions)	Vehicle Miles (billions)	No. of Drivers (millions)	Death Rates			Costs ($ million)*
					Per 10,000 Motor Vehicles	Per 100,000,000 Vehicle Miles	Per 100,000 Population	
1913-17 ave.	6,800	2.9	†	4.0	23.8	†	6.8	**
1918-22 ave.	12,700	9.2	†	14.0	13.9	†	11.9	**
1923-27 ave.	21,800	19.7	120	29.0	11.1	18.2	18.8	**
1928-32 ave.	31,050	25.7	199	38.0	12.1	15.6	25.3	1,300
1933	31,363	24.2	201	35.0	13.0	15.6	25.0	1,350
1934	36,101	25.3	216	37.0	14.3	16.7	28.6	1,550
1935	36,369	26.5	229	39.0	13.7	15.9	28.6	1,550
1936	38,089	28.5	252	42.0	13.4	15.1	29.7	1,650
1937	39,643	30.1	270	44.0	13.2	14.7	30.8	1,800
1938	32,582	29.8	271	44.0	10.9	12.0	25.1	1,500
1939	32,386	31.0	285	46.0	10.4	11.3	24.7	1,500
1940	34,501	32.4	302	48.0	10.6	11.4	26.1	1,600
1941	39,969	34.9	334	52.0	11.5	12.0	30.0	1,900
1942	28,309	33.0	267	49.0	8.6	10.6	21.2	1,600
1943	23,823	30.9	206	46.0	7.7	11.5	17.8	1,250
1944	24,282	30.5	212	45.0	8.0	11.5	18.3	1,250
1945	28,076	31.0	249	46.0	9.1	11.3	21.2	1,450
1946	33,411	34.4	341	50.0	9.7	9.8	23.9	2,200
1947	32,697	37.8	370	53.0	8.7	8.8	22.8	2,650
1948	32,259	41.1	398	55.0	7.8	8.1	22.1	2,800
1949	31,701	44.7	424	59.3	7.1	7.5	21.3	3,050
1950	34,763	49.2	458	62.2	7.1	7.6	23.0	3,100
1951	36,996	51.9	491	64.4	7.1	7.5	24.1	3,400
1952	37,794	53.3	514	66.8	7.1	7.4	24.3	3,750
1953	37,955	56.3	544	69.9	6.7	7.0	24.0	4,300
1954	35,586	58.6	561	72.2	6.1	6.3	22.1	4,400
1955	38,426	62.7	603	74.7	6.1	6.4	23.4	4,500
1956	39,628	65.2	628	77.9	6.1	6.3	23.7	5,000
1957	38,702	67.1	647	79.6	5.8	6.0	22.7	5,300
1958	36,981	68.3	665	81.5	5.4	5.6	21.3	5,600
1959	37,910	71.5	700	84.5	5.3	5.4	21.5	6,200
1960	38,200	73.9	720	87.0	5.2	5.3	21.2	6,500

Source: Death totals from National Office of Vital Statistics except 1960 which is N.S.C. estimate based on data from state traffic authorities. Motor-vehicle registrations, mileage and drivers from U. S. Bureau of Public Roads. Costs are N.S.C. estimates.

*Cost figures are not completely comparable through all years. As additional or more precise cost data have become available through the years, they have been used in developing cost estimates from that year forward, but previously estimated figures were not revised.

**Data insufficient for estimating costs.

†Mileage data inadequate prior to 1923.

Selected Circumstances Contributing to Accidents, 1960

Circumstances	Fatal Accidents			Injury Accidents			All Accidents*		
	Statewide	Urban	Rural	Statewide	Urban	Rural	Statewide	Urban	Rural
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Improper Driving	83.5	83.2	78.6	87.8	86.9	84.9	90.4	89.9	88.2
Speed too fast	35.0	26.5	59.8	18.4	14.2	34.9	14.0	10.5	26.8
Drove left of center	12.5	5.5	8.9	5.0	3.1	4.8	5.5	3.2	5.4
Failed to yield right of way	10.9	20.3	6.1	19.5	21.4	13.4	17.2	19.3	15.7
Passed stop sign	5.1	3.8	3.9	4.9	3.9	2.2	3.8	2.8	2.1
Improper overtaking	3.6	1.1	3.5	2.5	1.7	3.1	3.9	3.7	4.3
Disregarded traffic signal	2.2	5.1	0.9	3.6	5.5	0.6	2.4	4.0	0.5
Made improper turn	1.6	1.8	1.0	2.8	3.5	2.9	4.8	6.0	4.2
Followed too closely	0.9	0.9	0.9	12.2	13.9	10.0	12.8	14.1	13.2
Other improper driving	11.7	18.2	13.6	18.9	19.7	13.0	26.0	26.3	16.0
Had been Drinking	15.1	15.0	19.7	8.5	10.1	12.9	6.9	7.5	9.2
Brakes and Lights	1.4	1.8	1.7	3.7	3.0	2.2	2.7	2.6	2.6
Inadequate brakes	0.9	1.1	0.9	2.1	2.4	1.7	1.9	2.0	2.1
Improper lights	0.5	0.7	0.8	1.6	0.6	0.5	0.8	0.6	0.5

Source: City and state traffic authorities.

*Principally property damage accidents, but also includes fatal and injury accidents.

Deaths by days and months

Motor-vehicle deaths averaged 105 per day for the entire year 1960, but this average varied sharply for different days of the week and different months of the year. From January through April, daily averages ran below the annual daily average of 105, during May and June they were slightly higher than the average, while from July through December, they ran well above the average.

On week days except Friday, deaths totalled less than the average, while from Friday through Sunday, they ran well above average. On Tuesday and Wednesday, deaths were least frequent; on Saturday, they were most frequent.

Deaths most frequent in December

Motor-vehicle deaths are at their lowest level of the year in February and generally at their highest level in December, although in 1960 the October total was the year's highest. Contributing to the higher December total are longer hours of darkness coupled with increased pedestrian activity during the holiday season. In most years, monthly death totals are below 3,000 from January through April, and rise above this during the remaining months of the year.

Seat belts save lives

Seat belts installed and used in all motor vehicles would save 5,000 lives a year and reduce serious injuries by one-third, according to special studies of Automotive Crash Injury Research, Cornell University. A serious injury is one which results in severe wound, distorted member, or necessitates carrying the victim from the scene of the accident.

Improper driving

In most motor-vehicle accidents improper driving of one sort or another is a contributing factor. In fatal accidents, it is principally speed; in injury and property damage accidents, it is principally speed and failure to yield right of way. These facts, and the others shown in the table on the left, were tabulated from new accident summary forms which were introduced for the first time in 1959 by both city and state motor-vehicle departments.

Driver violations are no longer a part of the standard reporting procedure, having been replaced by contributing circumstances. The former procedure indicated that many accidents did not involve a driver violation. Every accident, though, arises out of one or more circumstances. Traffic experts believe, therefore, that more complete and useful information will be revealed by the new classification.

Failure to yield right of way a leading accident factor

While speed is the principal circumstance in fatal accidents, and also in rural nonfatal accidents, failure to yield right of way heads the list of improper driving practices in injury and property damage accidents in urban areas. Following too closely is next in importance in nonfatal accidents, in both urban and rural areas. Disregarding signals in urban areas, and driving left of the center line in rural areas are other important factors.

Speed

"Speed too fast" was a contributing factor in 35 per cent of all fatal accidents in 1960; it was a factor in 27 per cent of the urban accidents, and 40 per cent of the rural accidents.

Of 33,000 fatal accidents which occurred during the year, the above percentages indicate that speed was a factor in [illegible],500 in urban areas and 9,500 in rural areas.

In injury and property damage accidents, speed was the principal contributing factor in those which occurred in rural areas.

Approximate speed at time of accident

Speed does not always mean 70 miles per hour. It can also mean 30 miles per hour—or less—in a congested area. More than half of the fatal accidents in urban areas occurred at speeds under 30 miles per hour.

Speeders are repeaters

A special study of fatal accidents which occurred over the Fourth of July holiday, 1960, showed that in those accidents in which speeding and/or drinking were factors, over 50 per cent of the drivers had previous moving violations, mostly speeding. Specifically, among 194 drivers who were speeding and/or drinking, information on their previous driving records was given for 96. Of these 96 drivers, 49 (51 per cent) had previous moving violations, as follows:

Speeding Accidents. Among 18 drivers who had been speeding, 12 (67 per cent) had previous moving violations—5 speeding, 2 drinking, 5 others.

Drinking Accidents. Among 43 drivers who had been drinking, 15 (35 per cent) had previous moving violations — 10 speeding, 1 speeding and drinking, 4 others.

Speeding and Drinking Accidents. Among 35 drivers who had been speeding and drinking, 22 (63 per cent) had previous moving violations — 12 speeding, 3 drinking, 7 others.

Motor-Vehicle Deaths and Injuries, 1960
By Type and Location of Accident, and Age of Person

Type of Accident	ALL AGES	0-4 Years	5-14 Years	15-24 Years	25-44 Years	45-64 Years	65-74 Years	75 Years and Over
				DEATHS				
TOTAL	**38,200**	**2,000**	**2,700**	**9,100**	**10,200**	**8,300**	**3,600**	**2,300**
Pedestrian	7,750	1,100	1,200	450	1,050	1,650	1,200	1,100
Bicycle	460	10	350	40	20	20	10	10
Other types	29,990	890	1,150	8,610	9,130	6,630	2,390	1,190
Total—Urban	**10,500**	**780**	**1,100**	**1,770**	**2,320**	**2,390**	**1,260**	**880**
Pedestrian	4,900	650	700	250	650	1,150	760	740
Bicycle	210	10	150	20	10	10	5	5
Other types	5,390	120	250	1,500	1,660	1,230	495	135
Total—Rural	**27,700**	**1,220**	**1,600**	**7,330**	**7,880**	**5,910**	**2,340**	**1,420**
Pedestrian	2,850	450	500	200	400	500	440	360
Bicycle	250	*	200	20	10	10	5	5
Other types	24,600	770	900	7,110	7,470	5,400	1,895	1,055
				INJURIES				
TOTAL	**1,400,000**	**70,000**	**150,000**	**390,000**	**440,000**	**260,000**	**55,000**	**35,000**
Pedestrian	130,000	25,000	50,000	10,000	15,000	15,000	9,000	6,000
Bicycle	25,000	500	22,000	1,500	500	300	150	50
Other types	1,245,000	44,500	78,000	378,500	424,500	244,700	45,850	28,950

Source: National Safety Council estimates based on reports from National Office of Vital Statistics and state traffic authorities. *Fewer than five deaths in this group.

Age of Driver

There are about 87,000,000 licensed drivers in the U.S. The numbers of these drivers in different age groups are shown in the following table, along with their accident experience for 1960. The Accident Indexes provide a measure of performance; see footnote for definition.

Age Group	All Drivers		Drivers in Accidents				Accident Index*	
			Fatal		All			
	Number	%	Number	%	Number	%	Fatal	All
Total	**87,000,000**	**100.0%**	**47,000**	**100.0%**	**18,500,000**	**100.0%**	**1.00**	**1.00**
Under 20	6,300,000	7.2	5,500	11.7	2,610,000	14.1	1.63	1.96
20-24	9,700,000	11.2	8,000	17.0	2,730,000	14.7	1.52	1.31
25-29	11,000,000	12.7	6,200	13.2	2,400,000	13.0	1.04	1.02
30-34	10,900,000	12.5	5,300	11.3	1,920,000	10.4	.90	.83
35-39	10,100,000	11.6	4,300	9.2	1,940,000	10.5	.79	.91
40-44	9,000,000	10.3	4,300	9.2	1,730,000	9.3	.89	.90
45-49	7,900,000	9.1	3,400	7.2	1,450,000	7.8	.79	.87
50-54	6,800,000	7.8	2,600	5.5	1,130,000	6.1	.71	.78
55-59	5,400,000	6.2	2,200	4.7	920,000	5.0	.76	.81
60-64	4,100,000	4.7	1,900	4.0	660,000	3.6	.85	.77
65-69	2,700,000	3.1	1,500	3.2	590,000	3.2	1.03	1.03
70-74	1,800,000	2.1	1,000	2.1	220,000	1.2	1.00	.57
75 and over	1,300,000	1.5	800	1.7	200,000	1.1	1.13	.73

Source: Drivers in accidents based on reports from 20 state traffic authorities. Number of drivers by age are N.S.C. estimates based on reports from state traffic authorities and research groups.

*Ratio of per cent of accidents to per cent of drivers. 1.00 is average; the larger the ratio, the poorer the experience. Ratios are based on *numbers of drivers;* a better measure would relate accidents to miles driven, but data on this item are not available.

Sex of Driver

In 1960, there were about 61,000,000 male drivers and 26,000,000 female drivers. **Related to the number of drivers** of each sex, males have a sharply higher involvement rate than females, although the rates for males have been improving, while the rates for females have been getting worse. (See table below.) **Related to the miles driven*** by each sex, females have higher accident rates than males. (Not shown in table.)

Year	Fatal Accidents				All Accidents			
	Male		Female		Male		Female	
	No.	Rate‡	No.	Rate‡	No.	Rate†	No.	Rate†
1952	41,500	88	3,800	20	15,850,000	337	2,150,000	113
1953	41,700	87	4,100	21	14,100,000	294	2,200,000	110
1954	39,100	77	3,900	19	13,500,000	265	2,200,000	105
1955	41,500	77	4,800	22	14,500,000	268	2,500,000	114
1956	42,500	77	4,900	22	14,900,000	270	2,800,000	127
1957	41,300	72	5,200	23	14,900,000	261	3,100,000	135
1958	38,800	67	5,200	22	14,400,000	248	3,200,000	133
1959	40,400	68	5,600	22	14,400,000	244	3,600,000	144
1960	41,000	67	6,000	23	15,000,000	246	3,500,000	135

Source: Based on reports from state traffic authorities.

‡Number of drivers in fatal accidents per 100,000 drivers. *Estimated.

†Number of drivers in all accidents per 1,000 drivers.

Alcohol

Research studies show that a blood alcohol concentration of 0.05 per cent (about 2 to 3 drinks) impairs to some degree the driving ability of most individuals. And, as the blood alcohol concentration increases, progressively greater impairment results until at a concentration of 0.10 per cent (5 to 6 drinks), all individuals are definitely impaired. Most state laws recognize that all individuals are legally "under the influence" at a concentration of 0.15 per cent and above.

The importance of drinking as a factor in motor-vehicle accidents is partially obscured by differences in the interpretation of drinking and its contribution as an accident cause. In specific studies, though, frequently 50 per cent or more of the fatal accidents have involved drinking drivers or drinking pedestrians. The results of two such studies are shown below.

State reports of drinking and accidents

Nearly half of the fatal accidents in Connecticut in 1959 involved a drinking driver or a drinking pedestrian. In addition, the percentage of such cases has increased in recent years. Among drivers, two out of five involved in the 1959 fatal accidents had been drinking; among adult pedestrians, the proportion was even higher.

In Maryland, the Department of Post Mortem Examiners analyzes the blood of drivers and pedestrians who die within six hours of a motor-vehicle accident. Among these victims, nearly three out of four drivers, and three out of five pedestrians have been found with alcohol in their blood.

Pedestrian deaths during holiday periods

Special studies of motor-vehicle accidents during holidays indicate that the pedestrian problem is greatest during the early hours of the holiday period. In three of four studies, almost half of the deaths occurred during the first day. In all of the studies, as many or more deaths occurred during the first six hours of the holiday period (6 p.m. to midnight of the day preceding the regular days of the holiday) as occurred during all 24 hours of the last day. This was particularly the case at Christmas.

Urban-rural accidents

Urban Areas. Nearly half of the fatal accidents in urban areas involved pedestrians, with collisions between motor vehicles next and totalling nearly one-fourth of such accidents. In this latter group, two out of three happened at intersections. About one fatal accident in seven in urban areas was a noncollision accident.

Rural Areas. Four out of ten fatal accidents in rural areas were collisions between motor vehicles, and half of these were head-on or sideswipe accidents. More than one-third were noncollision accidents, and in nine out of ten of these, cars ran off the road. Only one fatal accident in seven in rural areas involved a pedestrian.

Types of Motor Vehicles Involved in Accidents, 1960

Type of Vehicle	In Fatal Accidents		In All Accidents		Percentage of Total Vehicle Registrations
	Number	Percentage	Number	Percentage	
All Types	**47,000**	**100%**	**18,500,000**	**100%**	**100%**
Passenger cars	37,400	80	16,000,000	86†	
Taxis	150	*	150,000	1†	85
Trucks	8,000	17	2,000,000	11	16
Buses	350	1	150,000	1	*
Motorcycles	600	1	100,000	*	1
Others†	500	1	100,000	*	*

Source: Based on reports from 22 state traffic authorities. Vehicle registrations from U. S. Bureau of Public Roads.

†Types of vehicles classified as "Other" consist of motor scooters, motorized bicycles, fire equipment, ambulances, etc.

*Less than half of 1 per cent.

Mileage Death Rates on Turnpikes and Rural Roads

Turnpike	Deaths per 100,000,000 Vehicle Miles				
	Turnpike				State Rural Roads
	1957	1958	1959	1960	1960*
All Turnpikes	2.6	2.8	2.8	2.2	7.1
Connecticut Turnpike	—	1.5	1.4	2.4	2.8†
Sunshine State Parkway (Fla.)	2.5	4.1	2.6	1.4	9.0
Illinois Tollway	—	4.6	0.5	[illegible]	increased pedes-
Indiana East-West Toll Road	2.6	4.6	4.5	[illegible]	7.1
Kansas Turnpike	5.9	8.1	5.5	4.3	6.2
Kentucky Turnpike	—	6.0	.0	5.0	9.2
Maine Turnpike and Extension	2.1	1.6	5.1	1.9	4.5†
Massachusetts Turnpike	3.3	3.2	2.9	2.3	3.2†
New Hampshire Turnpikes	.0	3.4	4.1	2.7	4.3†
Garden State Parkway (N. Jersey)	1.3	1.0	2.1	1.0	2.9†
New Jersey Turnpike	2.0	2.4	1.5	1.6	2.9†
New York State Thruway	1.9	0.9	2.8	2.0	4.7
Ohio Turnpike	3.1	3.2	1.8	1.9	7.3
Will Rogers and Turner Turnpikes (Okla.)	3.4	9.1	6.1	4.2	7.3
Pennsylvania Turnpike	3.3	4.1	3.7	3.1	4.2
Richmond-Petersburg Turnpike (Va.)	—	.0	0.7	1.3	5.7
Dallas-Ft. Worth Turnpike (Tex.)	.0	4.1	2.1	1.9	7.1
West Virginia Turnpike	14.0	8.0	13.5	2.9	8.0

Source: American Bridge, Tunnel and Turnpike Assn.

*State rates exclude turnpike experience (NSC estimates). †State-wide, excluding turnpike.

Pedestrian Deaths by Day of Holiday Period

Day of Holiday	4th of July 1960		Labor Day 1959		Christmas 1955		New Year 1956	
	Day	% of Deaths	Day	% of Deaths	Day	% of Deaths	Day	% of Deaths
6 p.m.-Midnight preceding day	Fri.	16%	Fri.	15%	Fri.	21%	Thur.	18%
1st Day	Sat.	45%	Sat.	53%	Sat.	48%	Fri.	32%
2nd Day	Sun.	23%	Sun.	18%	Sun.	18%	Sat.	32%
3rd Day	Mon.	16%	Mon.	14%	Mon.	13%	Sun.	18%
Total		**100%**		**100%**		**100%**		**100%**

Source: Special National Safety Council studies.

Pedestrian Actions, by Age, Urban Places

Actions	ALL AGES	Age of Persons Killed and Injured							
		0-4	5-9	10-14	15-19	20-24	25-44	45-64	65 and Over
Total Pedestrian	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**
Crossing at intersection	40.0	13.5	25.0	34.1	50.0	49.0	52.8	61.5	67.0
Crossing between intersections	31.2	40.0	39.4	36.6	23.2	24.3	23.8	22.1	20.9
Coming from behind parked cars	16.8	35.5	27.8	15.0	6.8	6.0	5.2	4.5	3.8
Walking in roadway	2.5	1.0	0.9	1.9	6.8	7.2	4.9	3.3	2.0
Standing in roadway	0.5	0.2	0.3	0.4	0.7	0.9	0.7	0.6	0.6
Getting on or off vehicle	1.0	0.1	0.2	0.6	1.8	2.0	2.1	1.7	1.4
Working in roadway	1.4	0.1	0.1	0.5	2.2	4.6	5.4	1.9	0.7
Playing in roadway	3.2	6.2	4.5	7.6	4.0	1.4	0.2	*	*
All others	3.4	3.4	1.8	3.3	4.5	4.6	4.9	4.4	3.6

Source: Based on reports of deaths and injuries from 50 cities with populatons over 200,000.

*Less than 0.05.

Hoffman Award To Edward Scheidt

The Fifth Annual Paul Gray Hoffman Award for distinguished professional service in highway safety has been conferred on Edward Scheidt, commissioner, North Carolina Department of Motor Vehicles.

The award was presented at the Silver Anniversary Dinner of the Northwestern University Traffic Institute by the donor, Paul Gray Hoffman, former president of Studebaker Corp., and himself a noted pioneer in the U. S. highway safety movement. Hoffman, former ECA administrator, is now serving as managing director of the United Nations Special Fund.

Commissioner Scheidt was honored for his outstanding work in upgrading the North Carolina Department of Motor Vehicles until it has become a national model in terms of organization, facilities and operations, and for other achievements.

For the past six years the North Carolina driver licensing program has been rated highest in the country in the Annual Inventory of Traffic Safety Activities conducted by the National Safety Council. The highway patrol, which he also directs, has earned four achievement awards from the International Association of Chiefs of Police—topping the nation in two of these years.

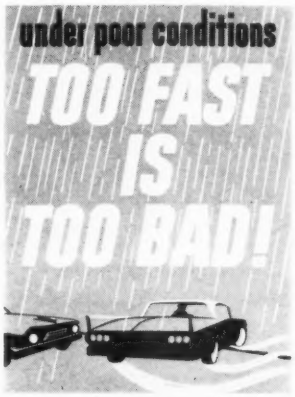
Commissioner Scheidt, who heads the officials division of the Governor's Traffic Safety Council in his state, is chairman of the National Committee on Uniform Laws and Ordinances and of the Committee on Enforcement and Traffic Safety, American Association of Motor Vehicle Administrators. He is also a past president of the Association of State and Provincial Safety Coordinators.

In presenting the award, Hoffman praised the Traffic Institute for its "world leadership in the professional education of traffic police." He emphasized the importance of trained professionals to provide guidance in all phases of the Action Program, the nation's master plan for highway safety. "It is my firm conviction that a greatly stepped-up program reaching into every city, town and village, sparked by an increasingly effective force of professional and technical personnel, could cut the present mileage death rate in half within 10 years," he said.

The board of judges for the Hoffman Award includes Rex M. Whitton, federal highway administrator; Dr. John A. Hannah, president, Michigan State University; Herschel D. Newsom, master of the National Grange; W. Earl Hall, editor of the Mason City (Iowa) *Globe-Gazette;* and Mrs. Raymond B. Sayre, former chairman of the women's group, President's Committee for Traffic Safety.

The award is administered by the Automotive Safety Foundation, an organization of which Hoffman was first president and chairman.

NEW TRAFFIC POSTERS FOR MARCH POSTING



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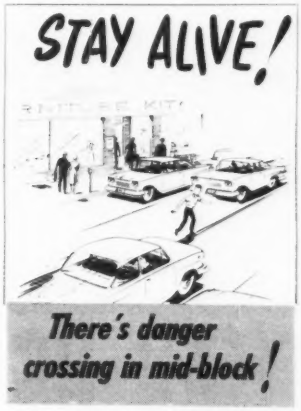
T-2287-C **25x38**
T-2288-A **8½x11½**



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T-2289-B **17x23**

orders for new posters shown cannot be shipped until after January 1

POSTER PRICES*

SIZE	QUANTITIES 1	10	100	1000	5000
Suffix "A"		$.13	$.077	$.066	$.055
Suffix "B"		.25	.21	.17	.13
Suffix "C"	$.44	.33	.26	.24	.22

*NSC Members receive 10% discount on above prices. Quantity prices apply on a single shipment to one location. Please enclose check with orders less than $3.00. Prices subject to change without notice.

YOUR CREDIT LINE can be imprinted at time of the press run on Traffic B and C posters only. Orders for imprints on March posters above must be received by January 10, 1962.

Imprinting charges for these posters are $2.25 per lot plus an initial charge for each electroplate of $21.00 for C poster imprint and $12.50 for B poster imprint. Write for prices on quantities of 10,000 or more and for special rates on annual poster orders.

FLEET POSTERS

POSTER PRICES

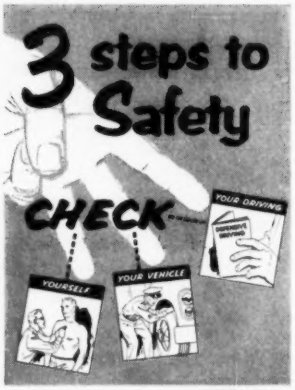
Posters illustrated on these pages are included in the automatic Motor Transportation poster services. Automatic poster sets are available on yearly subscription that provides (4) subjects per month viz. (2) "A" size (8½"x11½") and (2) "B" size (17"x23"). 281.31 Automatic service is provided in the following categories:

City Truck	City Bus	Annual price 1-4 sets, $10.85; 5-49, $8.55; 50 or more, $7.05.
Intercity Truck	Intercity Bus	
Sales Truck	Taxicab	
Truck Terminal	Bus Terminal	

Posters are available for individual selection at the following prices:

	1-9	10-99	100-999	1000-4999*
A size	$0.19	$0.13	$0.077	$0.066
B size	.35	.25	.21	.17

All prices shown are subject to a 10% discount to National Safety Council Members. *Write for prices on quantities of 5,000 or more. See page 29 for prices of posters with T-prefix.



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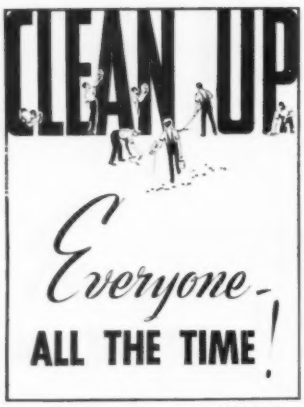

2141-B 17x23

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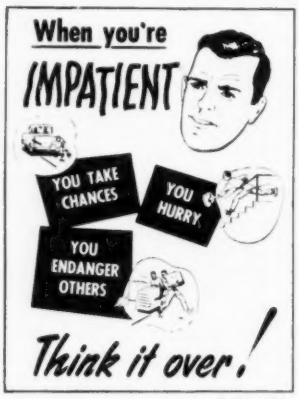

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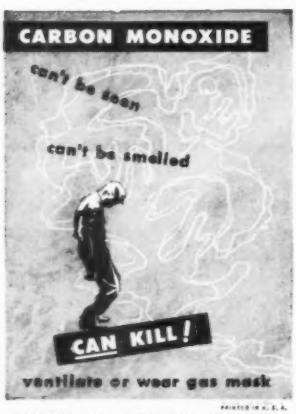
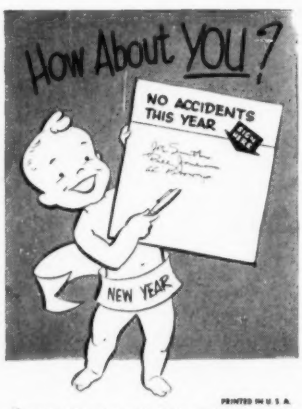


9398-A 8½x11½

1749-A 8½x11½



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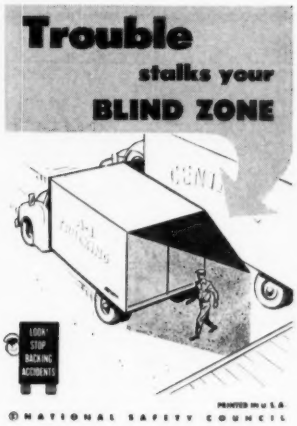

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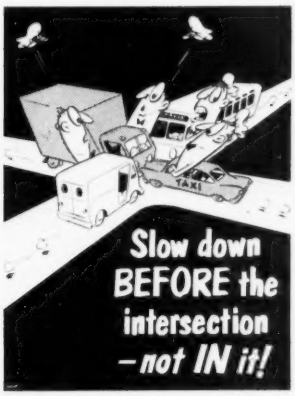

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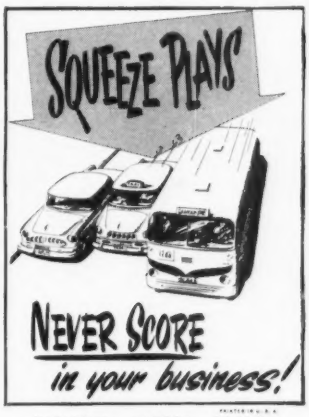

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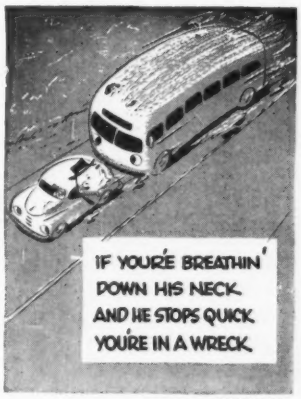

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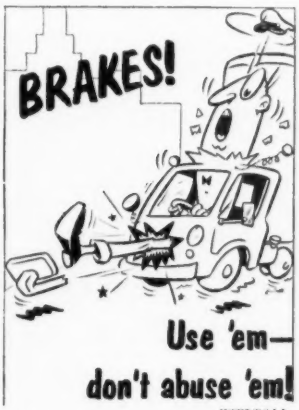

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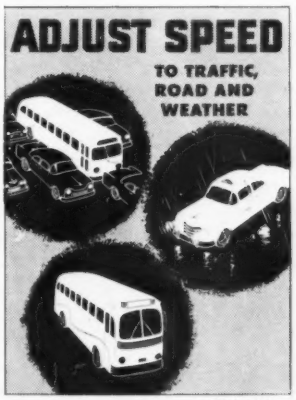

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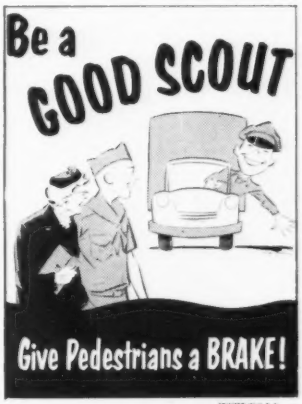

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V-1441-B 17x23

A. J. Naquin, outgoing chairman, Motor Transport Conference, addresses guests at General Motors luncheon.

New Dimensions...

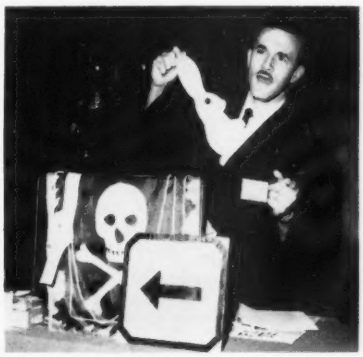
. . . was the Motor Transport theme at the 49th Annual Congress. Pictured here are some of the people who told of new approaches to the industry's problems.

Robert Gocke of Greyhound Corp. (left) presents plaque and check to Dow Award winner D. L. Williamson.

NSC's Vida Pernick tapes interview with A. S. Lombardi, new C. V. general chairman, for hometown broadcast.

Earle Hannaford, safety engineer, Long Lines Department, AT&T, discussed motivation at Thursday morning general session.

Finley Lake (left) incoming Motor Transport chairman and Mark Robeson, conference V. P.



Frank Burrows of Chicago Citizens Traffic Safety Board shows "magic" safety sell.

Many true words were said in jest when CV section members put on skit showing how to get the most out of Congress attendance.

Howard Pyle, NSC president, did honors at GM luncheon.

George Kieffer of GM fleet section welcomed guests.

A. B. Langlie, McCall Corp. president, discussed morality.

Paul Fanning, Transit chairman, made report.

Don Buck, U. S. Army, spoke on human dimension in safety.

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Karl Schulze, supervising safety engineer, Standard Oil Co. of California, Western Operations, Inc., San Francisco.

MEDICAL ADVISORY
Harold A. Brandaleone, M.D., chairman, committee on standards for motor vehicle drivers, Industrial Medical Association, New York, N. Y.

NATIONAL FLEET SAFETY CONTEST
Harold R. Hosea, director of research, National Association of Motor Bus Owners, Washington, D. C.

NOMINATING
J. P. Hightower, assistant vice president, Chicago Express, Inc., Cleveland, Ohio.

PROGRAM
J. A. De Pew, director of safety and personnel, Dohrn Transfer Co., Rock Island, Ill.

PUBLICATIONS
R. N. Papich, safety consultant, American Gas Association, New York, N. Y.

RESEARCH
E. J. Emond, director of automotive safety, Armour and Co., Chicago.

SELECTION AND TRAINING
L. F. Purves, superintendent, transportation and safety, *Toronto Star, Ltd.*, Toronto.

MEMBERS AT LARGE

E. G. Cox, chief, section of motor carrier safety, Interstate Commerce Commission, Washington, D. C.

C. E. Ehrenberger, manager, sales operating department, Standard Brands, Inc., New York, N. Y.

Douglas M. Fergusson, field safety specialist, Nationwide Insurance, Columbus, Ohio.

P. J. Fanning, director, bureau of personnel and safety, San Francisco Public Utilities Commission.

H. K. Halbrooks, director, accident prevention division, National Automobile Transporters Association, Washington, D. C.

A. L. Hauck, director, safety and public relations, Transportation Underwriters, Inc., Indianapolis.

G. D. Sontheimer, director, department of safety, American Trucking Associations, Inc., Washington, D. C.

SECRETARY
A. C. Finch, manager, motor transport department, National Safety Council, Chicago.

F. S. Lake

A. S. Lombardi

J. M. Busby

Bill Lemon

Inspect Record Number of Cars In Vehicle Check Program

MORE than 3½ million vehicles were reported inspected in the 1961 National Vehicle Safety-Check program. This is the greatest number of vehicles checked in 13 years of reporting results of the safe driving condition of cars and trucks.

In announcing results of the program, Victor Holt, Jr., chairman of the Auto Industries Highway Safety Committee, and executive vice president, The Goodyear Tire and Rubber Co., said that vehicle safety-check facilities were provided in 3,448 cities and counties, at military installations and industrial plants, as well as by government agencies and teenage groups conducting their own safety-checks for employes and young drivers.

"The finding of one or more unsafe items for every *six* cars checked indicates much still needs to be done to make owners aware of the need to maintain their vehicles in safe operating condition at all times," he said. "However, the fact that 47.4 per cent of the program's participants took immediate steps to have corrections made to one or more of the 10 items checked as unsafe indicates a growing awareness of personal responsibility for the safety of the users of our streets and highways.

"This outstanding achievement was made possible through the combined efforts of the motoring public, state and local public officials, dealers and manufacturers of the automotive industries, state and local civic, business, women's, teenage, and organized traffic safety groups."

National Vehicle Safety-Check is co-sponsored annually during the months of May and June by the Auto Industries Highway Safety Committee and *Look* magazine, with the cooperation of the Association of State and Provincial Safety Coordinators. The program is conducted primarily in the 32 states which do not require official motor vehicle inspection by law.

For the seventh consecutive year, rear lights headed the list of items needing service attention for safe driving. These were followed in order by front lights, brakes, exhaust systems, and tires. In the first year of reporting the condition of front and rear turn signals, a combined 13% were found in need of attention.

Here Are the Facts

The following breakdown is based on reports of cars and trucks checked and rejected which incuded data on the condition of items affecting safe driving.

Item Checked	Cars	% Rejected	Trucks	% Rejected	Total	% Rejected
Rear Lights	94,816	26.5	8,543	23.1	103,359	26.2
Rear Turn Signals	22,326	6.2	2,990	8.1	25,316	6.4
Front Lights	58,110	16.3	4,762	12.9	62,872	15.9
Front Turn Signals	22,715	6.4	3,119	8.4	25,834	6.6
Brakes	46,445	13.0	4,237	11.5	50,682	12.9
Exhaust	30,030	8.4	2,599	7.0	32,629	8.3
Tires	24,583	6.9	2,321	6.3	26,904	6.8
Steering	18,742	5.2	1,843	5.0	20,585	5.2
Windshield Wipers	17,643	4.9	2,210	6.0	19,853	5.0
Glass	10,919	3.1	1,793	4.8	12,712	3.2
Horn	8,173	2.3	1,477	4.0	9,650	2.5
Rear View Mirrors	3,035	.8	1,095	2.9	4,130	1.0
TOTALS	357,537	100.0%	36,989	100.0%	394,526	100.0%

Total Vehicles Safety-Checked 3,502,604

(1) Complete Reports		(2) Incomplete Reports		(3) Vehicles Checked—No Detail	
Cars	1,218,436	Cars	155,898	Cars	102,730
Trucks	88,983	Trucks	22,900	Trucks	6,156
		Cars & Trucks	1,317,439	Cars & Trucks	590,062
Total	1,307,419	Total	1,496,237	Total	698,948

(1) Complete reports include vehicles checked, rejected, and rechecked which detailed items in need of service attention.

(2) Incomplete reports include vehicles checked, rejected, and rechecked which did NOT detail items in need of service attention.

(3) Vehicles Checked—No Details. These figures include cars and trucks reported Safety-Checked with no further information provided on rejects and items needing service attention.

Total Vehicles Rejected

Total cars and trucks rejected—complete reports	241,659
Total cars and trucks rejected—incomplete reports	198,001
Total vehicles *rejected*	439,660

Total Vehicles Rechecked

Total cars and trucks rechecked—complete reports	112,246
Total cars and trucks rechecked—incomplete reports	96,159
Total vehicles *rechecked*	208,405

47.4% of all rejected vehicles were corrected and rechecked for safe driving within the program period.

Establish School Bus Section

A new unit of the National Safety Council devoted exclusively to the prevention of school bus accidents has been established by the board of directors of the Council.

The new School Transportation Section of the Motor Transport Conference grew out of work begun in 1955 by a school bus advisory committee. The new section seeks to promote better techniques of driver selection, training and supervision, vehicle maintenance and route selection for school buses.

Excluding Alaska and Hawaii, about 12.5 million school children are carried daily by some 175,000 school buses and several thousand passenger cars used as buses. In 1960, 50 students were killed and 2,067 were injured in 8,908 reportable bus accidents in 42 states which submitted reports to the Council.

Heading the organizing committee is Bill Lemon, director of school bus safety, New Mexico State Department of Education.

Peter Johnson, general manager of the Los Angeles, Calif., City School Bus System, is program chairman. John Parsons, director of school bus transportation, Ohio State Department of Education, is chairman of a committee to draw up a set of by-laws for the new unit. Douglas M. Fergusson, Nationwide Insurance Co., Columbus, Ohio, is chairman of the nominating committee.

The School Transportation Section will be made up of school units operating school bus fleets and holding National Safety Council membership.

The new unit is the third section assigned to the Motor Transport Conference of the Council. The other two sections are the Commercial Vehicle Section and the Transit Section.

Plan Radio-TV Action

Expansion of radio and television traffic safety programs to help curb the current high rate of auto accidents was discussed at a recent meeting of national, state, county and city traffic experts. Host at the meeting was Lloyd E. Yoder, vice president and general manager of the National Broadcasting Co. (seated right). Others attending were (left to right): Paul Hill, assistant general manager, National Safety Council; John Tucker, public information director, Citizens Traffic Safety Board of Chicago, and Franklin Sturdy, managing director, Citizens Traffic Safety Board.

Safety Director Award Winner Named

Kenneth N. Beadle, first winner of the National Safety Council's Marcus A. Dow Memorial Award, has been named the American Trucking Association's Safety Director of the Year. The award, which was presented at a meeting of the ATA Board of Directors on October 13, honors Beadle for his professional qualifications and his outstanding record in the field of truck fleet safety.

Beadle, who is director of safety and driving for Pacific Intermountain Express, has served in many safety organizations. He has been chairman of the ATA Council of Safety Supervisors and general chairman of the Commercial Vehicle Section of the National Safety Council.

He has directed PIE's safety operations for the past 15 years, and during that time the company has consistently won recognition from ATA and NSC for its low-accident record. Last year it won the ATA President's Trophy—the highest honor in the ATA National Truck Safety Contest—as the trucking firm with the best over-all safety record in the trucking industry.

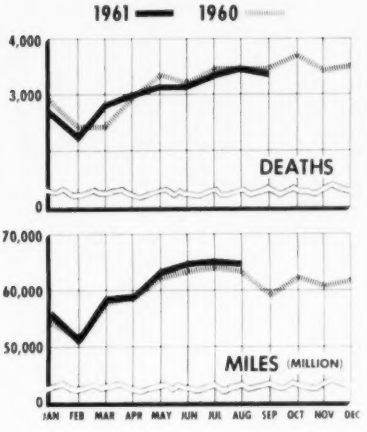
Judges for the ATA Safety Director Award were William J. Simon, chairman of the National Committee for Motor Fleet Supervisor Training; J. W. Bethea, executive secretary of the President's Committee for Traffic Safety, and Richard O. Bennett, secretary-treasurer of the Insurance Institute for Highway Safety.

Latest Traffic Accident Data

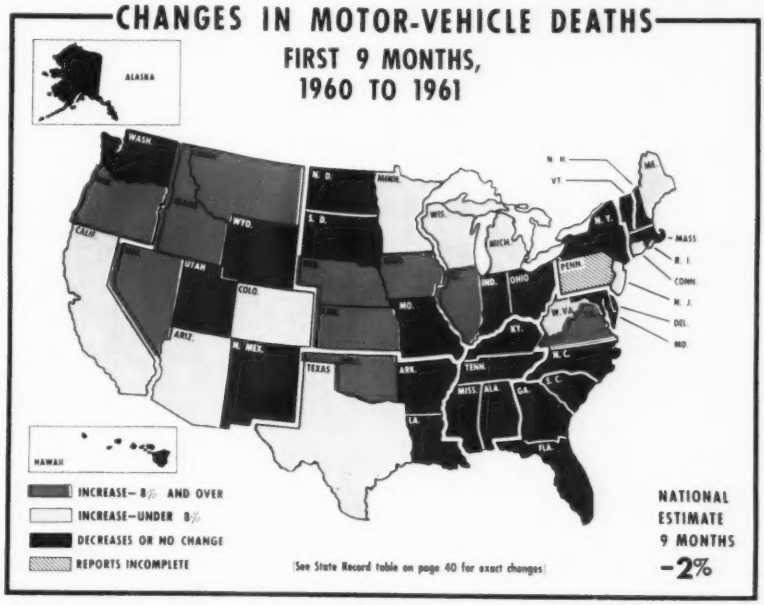
From Page 6

	Reg. Rate	Pop. Rate
Group I (Over 1,000,000 Pop.)		
Los Angeles, Calif.	2.5	12.9
Detroit, Mich.	2.6	9.9
Chicago, Ill.	2.8	7.7
Group II (750,000 to 1,000,000 Pop.)		
Houston, Tex.	2.0	9.2
St. Louis, Mo.	2.3	8.9
Baltimore, Md.	2.5	8.7
Group III (500,000 to 750,000 Pop.)		
Buffalo, N. Y.	1.6	7.0
Cincinnati, Ohio	1.8	8.0
Seattle, Wash.	1.9	10.3
Group IV (350,000 to 500,000 Pop.)		
Memphis, Tenn.	1.7	6.2
Columbus, Ohio	1.9	7.9
Portland, Ore.	1.9	12.5
Group V (200,000 to 350,000 Pop.)		
Rochester, N. Y.	1.2	5.4
Providence, R. I.	1.4	6.4
Syracuse, N. Y.	1.4	5.6
Group VI (100,000 to 200,000 Pop.)		
South Bend, Ind.	0.2	1.0
Allentown, Pa.	0.3	1.2
Evansville, Ind.	0.4	1.9
Group VII (50,000 to 100,000 Pop.)		
Binghamton, N. Y.	0.0	0.0
Pawtucket, R. I.	0.0	0.0
New Britain, Conn.	0.0	0.0
Group VIII (25,000 to 50,000 Pop.)		
Anderson, Ind.	0.0	0.0
Boise, Idaho	0.0	0.0
Kokomo, Ind.	0.0	0.0
Group IX (10,000 to 25,000 Pop.)		
Pampa, Tex.	0.0	0.0
Covina, Calif.	0.0	0.0
Lake Worth, Fla.	0.0	0.0

MONTHLY MOTOR VEHICLE DEATHS AND TRAFFIC TRENDS



CHANGES IN MOTOR-VEHICLE DEATHS FIRST 9 MONTHS, 1960 TO 1961



(See State Record table on page 40 for exact changes)

MOTOR VEHICLE DEATHS AND CHANGES

Months	DEATHS				PERCENTAGE CHANGES				
					Corresponding Months			4 Mos. Mov. Ave.*	
	1956	1959	1960	1961	1956-1961	1959-1960	1960-1961	1959-1960	1960-1961
January	2,954	2,824	2,890	2,660	—10%		— 8%		— 2%
February	2,652	2,401	2,380	2,280	—14%		— 4%		— 5%
March	2,940	2,879	2,400	2,810	— 4%		+17%		— 1%
April	2,970	2,680	2,960	2,990	+ 1%		+ 1%		+ 1%
May	3,094	3,199	3,330	3,130	+ 1%		— 6%		+ 1%
June	3,338	3,138	3,210	3,110	— 7%		— 3%		+ 1%
July	3,555	3,286	3,450	3,310	— 7%		— 4%		— 3%
August	3,535	3,502	3,470	3,470	— 2%		0%		— 3%
September	3,653	3,381	3,490	3,350	— 8%		— 4%		— 3%
9 months	28,691	27,290	27,580	27,110	— 6%		— 2%		
October	3,476	3,386	3,690			+ 9%		+ 4%	
November	3,603	3,527	3,430			— 3%		+ 2%	
December	3,858	3,707	3,500			— 6%		+ 1%	
Total	39,628	37,910	38,200						

All 1956 and 1959 figures are from the National Office of Vital Statistics. The 1960 and 1961 figures are National Safety Council estimates.

The 1961 national estimate is arrived at by assuming that the percentage change from 1960 to 1961 in the states reporting for both years reflects the 1960-1961 change in the entire country. First reports are preliminary, so revisions are made from time to time as later reports are received for the various months. Thus, figures above for 1961 may differ slightly from figures for the same months which will be published in future issues of TRAFFIC SAFETY.

*Four Months Moving Average is based on changes between the totals for four months instead of one month. For example, the September figure shows the change between the totals for June-September 1960 and June-September 1961, etc. Adding several months together tends to smooth out single month changes which may be affected by differences in the number of weekends in a month from one year to the next, random variations, etc.

TRAFFIC DEATHS—CITY RECORDS

The table covers only motor-vehicle deaths resulting from traffic accidents that occurred in the city. Nontraffic motor-vehicle deaths (where the accident occurred on home or work premises) are not included; nor are deaths in the city from accidents occurring outside.

Rankings are based on the 1961 registration death rate which is the number of deaths per 10,000 registered motor vehicles on an annual basis. Vehicle registration figures are for the year 1960 and were supplied by R. L. Polk & Company.

Cities are ranked by registration death rates—from low to high. When two or more cities have exactly the same rate, ranking is by total vehicle registrations—from large to small.

Cities shown in heavy type have improved in 1961 compared with 1960.

The population death rate is the number of deaths per 100,000 population on an annual basis. Populations are as of April, 1960, or later censuses taken by the U. S. Bureau of the Census.

	Nine Months 1961	1960	1959	1961 Reg. Rate	1961 Pop. Rate
ALL REPORTING CITIES				2.0	8.3
Group I (1,000,000 and over)					
1. Los Angeles, Calif.	239	275	236	2.5	12.9
2. Detroit, Mich.	124	141	122	2.6	9.9
3. Chicago, Ill.	206	184	213	2.8	7.7
4. Philadelphia, Pa.	109	133	102	2.8	7.3
All cities in this group				2.9	8.0
5. New York, N. Y.	374	417	505	3.5	6.4
Group II (750,000 to 1,000,000)					
1. Houston, Tex.	65	57	82	2.0	9.2
2. St. Louis, Mo.	50	53	59	2.3	8.9
All cities in this group				2.4	8.9
3. Baltimore, Md.	61	88	82	2.5	8.7
4. Cleveland, Ohio	59	70	66	2.7	9.0
Group III (500,000 to 750,000)					
1. Buffalo, N. Y.	28	39	30	1.6	7.0
2. Cincinnati, Ohio	30	48	38	1.8	8.0
3. Seattle, Wash.	43	30	39	1.9	10.3
4. Milwaukee, Wis.	40	34	33	2.0	7.2
5. Pittsburgh, Pa.	31	44	35	2.0	6.8
6. San Antonio, Tex.	35	49	36	2.1	7.9
7. Dallas, Tex.	55	64	50	2.3	10.8
All cities in this group				2.3	8.8
8. Boston, Mass.	34	43	48	2.6	6.5
9. New Orleans, La.	45	50	46	3.3	9.6
10. San Diego, Calif.	64	51	57	3.8	14.9
Group IV (350,000 to 500,000)					
1. Memphis, Tenn.	23	38	25	1.7	6.2
2. Columbus, Ohio	28	32	25	1.9	7.9
3. Portland, Ore.	35	41	36	1.9	12.5
4. Fort Worth, Tex.	32	27	25	2.2	12.0
All cities in this group				2.3	10.3
5. Kansas City, Mo.	27	48	39	2.4	7.6
6. Atlanta, Ga.	37	46	59	2.4	10.1
7. Indianapolis, Ind.	42	41	29	2.5	11.8
8. Phoenix, Ariz.	38	50	35	2.6	11.5
9. Oakland, Calif.	33	34	39	2.6	12.0
10. Minneapolis, Minn.	42	39	25	2.7	11.6
11. Louisville, Ky.	37	34	33	2.8	12.6
Group V (200,000 to 350,000)					
1. Rochester, N. Y.	13	16	6	1.2	5.4
2. Providence, R. I.	10	5	10	1.4	6.4
3. Syracuse, N. Y.	9	9	9	1.4	5.6
4. Dayton, Ohio	16	22	16	1.5	8.1
5. Albuquerque, N. M.	10	17	24	1.5	6.6
6. Charlotte, N. C.	11	30	17	1.5	7.3
7. Wichita, Kan.	16	7	7	1.5	8.4
8. Richmond, Va.	13	21	17	1.6	7.9
9. Tulsa, Okla.	18	13	14	1.7	9.2
10. Tucson, Ariz.	15	14	12	1.8	9.4
11. Birmingham, Ala.	23	28	37	1.9	9.0
12. Miami, Fla.	27	19	31	1.9	12.3
13. Toledo, Ohio	23	23	12	1.9	9.6
14. San Jose, Calif.	18	23	17	2.0	11.7
15. Akron, Ohio	20	17	23	2.0	9.2
16. Grand Rapids, Mich.	17	7	13	2.1	11.3
17. Des Moines, Iowa	16	12	12	2.1	10.2
All cities in this group				2.1	10.3
18. Omaha, Neb.	21	14	23	2.3	9.3
19. Tampa, Fla.	25	24	23	2.3	12.1
20. Oklahoma City, Okla.	37	38	21	2.6	15.2
21. Norfolk, Va.	19	11	10	2.8	8.3
22. Nashville, Tenn.	30	17	11	3.3	15.8
23. Long Beach, Calif.	41	32	20	3.4	15.9
24. Mobile, Ala.	20	25	20	3.7	13.1
25. El Paso, Tex.	33	21	28	4.8	15.9
Group VI (100,000 to 200,000)					
1. South Bend, Ind.	1	8	4	0.2	1.0
2. Allentown, Pa.	1	10	9	0.3	1.2
3. Evansville, Ind.	2	7	11	0.4	1.9
4. Madison, Wis.	3	4	5	0.7	3.2
5. Montgomery, Ala.	3	6	5	0.7	3.0
6. Hartford, Conn.	4	8	5	0.7	3.3
7. Utica, N. Y.	2	5	5	0.7	2.7
8. Rockford, Ill.	4	8	3	0.8	4.2
9. Lansing, Mich.	4	4	6	0.9	4.7
10. Trenton, N. J.	4	7	6	0.9	4.7
11. Bridgeport, Conn.	4	11	7	1.0	3.4
12. Arlington, Va.	5	7	10	1.0	4.1
13. Jackson, Miss.	5	15	9	1.0	4.6
14. Worcester, Mass.	5	10	17	1.1	3.6
15. Glendale, Calif.	5	7	9	1.2	5.6
16. Lincoln, Neb.	5	4	2	1.2	5.2
17. Canton, Ohio	6	8	6	1.3	7.0
18. Berkeley, Calif.	5	5	8	1.3	6.0
19. Tacoma, Wash.	9	12	7	1.3	8.1
20. Waterbury, Conn.	4	9	3	1.4	5.0
21. Santa Ana, Calif.	6	6	7	1.4	8.0
22. Niagara Falls, N. Y.	4	5	3	1.4	5.2
23. Winston-Salem, N. C.	6	3	4	1.4	7.2
24. Baton Rouge, La.	8	5	14	1.5	7.0
25. Amarillo, Tex.	7	9	6	1.5	6.8
26. Erie, Pa.	8	6	4	1.6	7.7
27. Fort Wayne, Ind.	10	14	10	1.6	8.2
28. Peoria, Ill.	7	10	2	1.6	9.0
29. Salt Lake City, Utah	15	18	9	1.7	10.6
30. St. Petersburg, Fla.	14	27	21	1.7	10.3
31. Elizabeth, N. J.	5	5	5	1.8	6.2
32. Spokane, Wash.	13	11	9	1.8	9.5
33. Fresno, Calif.	12	9	11	1.8	11.9
All cities in this group				1.8	8.4
34. Little Rock, Ark.	8	7	8	1.9	9.9
35. Yonkers, N. Y.	8	3	2	1.9	5.6
36. New Haven, Conn.	8	10	5	1.9	7.0
37. Austin, Tex.	11	8	14	1.9	7.9
38. Flint, Mich.	16	20	9	2.0	10.8
39. Knoxville, Tenn.	8	7	6	2.0	9.5
40. Torrance, Calif.	8	4	9	2.0	10.6
41. Anaheim, Calif.	9	11	18	2.2	11.5
42. Shreveport, La.	13	19	11	2.2	10.5
43. Kansas City, Kan.	12	15	11	2.3	13.1
44. Corpus Christie, Tex.	12	10	4	2.3	9.5
45. Dearborn, Mich.	11	8	8	2.3	13.1
46. Greensboro, N. C.	10	6	7	2.4	11.1
47. Youngstown, Ohio	16	9	12	2.6	12.8
48. Chattanooga, Tenn.	12	12	18	2.6	12.3
49. Beaumont, Tex.	10	6	15	2.6	11.2
50. Columbus, Ga.	10	2	9	2.6	11.4
51. Pasadena, Calif.	14	8	9	2.7	16.0
52. Sacramento, Calif.	27	16	18	2.8	18.8
53. Hammond, Ind.	8	7	12	2.8	9.5
54. Cambridge, Mass.	6	3	2	2.8	7.4
55. Gary, Ind.	15	8	12	2.9	11.2
56. Lubbock, Tex.	17	12	16	3.8	17.6
57. Portsmouth, Va.	10	1	4	3.9	11.6
58. Duluth, Minn.	14	10	7	4.0	17.5
59. Newport News, Va.	10	7	2	4.1	11.7
60. Wichita Falls, Tex.	13	8	7	4.3	17.0
Group VII (50,000 to 100,000)					
1. Binghamton, N. Y.	0	3	2	0.0	0.0
2. Pawtucket, R. I.	0	3	5	0.0	0.0
3. New Britain, Conn.	0	5	3	0.0	0.0
4. West Covina, Calif.	0	1	0	0.0	0.0
5. Bayonne, N. J.	0	5	1	0.0	0.0
6. Univeristy City, Mo.	0	0	1	0.0	0.0
7. Meriden, Conn.	0	1	3	0.0	0.0
8. Abilene, Tex.	1	3	6	0.3	1.5
9. Warren, Mich.	1	6	10	0.4	1.5
10. Kenosha, Wis.	1	2	7	0.4	2.0
11. Ann Arbor, Mich.	1	5	1	0.5	2.0
12. Evanston, Ill.	1	2	0	0.5	1.7
13. Manchester, N. H.	1	7	5	0.5	1.5
14. Johnstown, Pa.	1	2	4	0.5	2.5
15. Santa Clara, Calif.	1	7	3	0.5	2.3
16. Raleigh, N. C.	2	8	3	0.6	2.8
17. Oak Park, Ill.	1	4	0	0.6	2.2
18. Wauwatosa, Wis.	1	5	1	0.6	2.5
19. Irvington, N. J.	1	3	1	0.6	2.2
20. Cedar Rapids, Iowa	2	1	0	0.6	2.9
21. Euclid, Ohio	1	2	1	0.6	2.1
22. Odessa, Tex.	2	4	4	0.6	3.3
23. Pittsfield, Mass.	1	2	2	0.6	2.3
24. Charleston, S. C.	1	6	0	0.6	1.8
25. Lincoln Park, Mich.	1	4	2	0.7	2.5
26. Royal Oak, Mich.	2	5	11	0.7	3.3
27. Ogden, Utah	2	14	5	0.7	3.8
28. Bloomfield, N. J.	1	2	1	0.7	2.6
29. Racine, Wis.	2	6	1	0.7	3.0
30. West Hartford, Conn.	1	2	3	0.7	2.1
31. Rome, N. Y.	1	1	1	0.7	2.6
32. Augusta, Ga.	2	6	4	0.8	3.8
33. Billings, Mont.	2	2	2	0.8	5.0
34. Aurora, Ill.	2	3	1	0.8	4.2
35. Bloomington, Minn.	1	6	0	0.8	2.6
36. Independence, Mo.	2	4	5	0.9	4.3
37. Springfield, Ill.	3	5	3	0.9	4.8
38. St. Clair Shrs., Mich.	2	2	3	0.9	3.5
39. Bay City, Mich.	2	5	3	0.9	5.0
40. Schenectady, N. Y.	3	0	2	0.9	4.9
41. Kettering, Ohio	1	4	0	0.9	2.4
42. Saginaw, Mich.	4	3	3	1.0	5.4
43. East Orange, N. J.	2	1	1	1.0	3.5
44. Fort Lauderdale, Fla.	4	8	2	1.0	6.4
45. Hampton, Va.	2	4	5	1.0	3.0
46. Lynn, Mass.	2	3	8	1.0	2.8
47. Santa Barbara, Calif.	3	10	5	1.0	6.8
48. Durham, N. C.	3	6	8	1.1	5.1
49. Joliet, Ill.	3	1	3	1.1	6.0
50. Hayward, Calif.	4	3	3	1.1	7.3
51. Sioux City, Iowa	3	4	14	1.1	4.5
52. Warwick, R. I.	2	2	4	1.2	3.9
53. East St. Louis, Ill.	4	3	8	1.2	6.5
54. Bethlehem, Pa.	3	1	1	1.2	5.3
55. Lynchburg, Va.	2	2	3	1.2	4.9
56. Wilmington, Del.	5	3	5	1.2	7.0
57. Wilkes-Barre, Pa.	3	4	2	1.2	6.3
58. Decatur, Ill.	4	3	8	1.2	6.8
59. Sioux Falls, S. D.	3	3	4	1.3	6.1
60. Lancaster, Pa.	3	6	2	1.3	6.5
61. Springfield, Ohio	4	4	6	1.3	6.4
62. Midland, Tex.	3	4	1	1.3	6.4
63. Columbia, S. C.	5	5	5	1.3	6.8
64. Lake Charles, La.	3	3	3	1.3	6.3
65. Hamilton, Ohio	4	4	3	1.3	7.4
66. Stockton, Calif.	6	12	11	1.4	9.3
67. Muncie, Ind.	4	3	6	1.4	7.8
68. Pueblo, Colo.	5	2	10	1.4	7.3
69. Lakewood, Calif.	3	2	5	1.4	6.0
70. White Plains, N. Y.	3	0	3	1.4	7.9
71. San Leandro, Calif.	4	2	2	1.4	8.1
72. Arlington, Mass.	2	3	1	1.5	5.3
73. Passaic, N. J.	2	0	2	1.5	4.9
74. Palo Alto, Calif.	4	1	4	1.5	10.2
75. San Bernardino, Calif.	7	9	14	1.5	10.2
76. San Mateo, Calif.	4	0	2	1.6	7.6
77. Covington, Ky.	3	7	2	1.6	6.6
78. Lakewood, Ohio	3	3	4	1.6	6.0
79. Lexington, Ky.	4	0	5	1.6	8.5
All cities in this group				1.6	7.4
80. Santa Monica, Calif.	6	1	5	1.7	9.6
81. Newton, Mass.	5	3	6	1.7	7.2
82. Pontiac, Mich.	6	7	5	1.7	9.7
83. Kalamazoo, Mich.	6	9	2	1.7	9.7
84. Tyler, Tex.	4	1	5	1.7	10.4
85. Las Vegas, Nev.	6	14	5	1.8	12.4
86. Compton, Calif.	6	7	7	1.8	11.1
87. Mount Vernon, N. Y.	4	1	3	1.8	7.0
88. Davenport, Iowa	5	4	5	1.8	7.5
89. Wheeling, W. Va.	3	3	2	1.8	7.5
90. High Point, N. C.	4	10	1	1.8	8.6
91. Lwr. Merion Twp., Pa.	3	3	2	1.9	6.7
92. Waterloo, Iowa	5	5	4	1.9	9.3
93. New Rochelle, N. Y.	4	2	1	1.9	6.9
94. Dubuque, Iowa	3	3	0	1.9	7.1
95. Portland, Maine	4	4	1	1.9	7.3
96. Lawton, Okla.	3	5	4	1.9	6.5
97. Colorado Spgs., Colo.	7	0	1	1.9	13.3
98. Medford, Mass.	3	0	1	1.9	6.2
99. Fullerton, Calif.	4	3	3	2.0	9.5
100. Norwalk, Conn.	3	6	4	2.0	5.9
101. Roanoke, Va.	7	4	4	2.1	9.6
102. Waukegan, Ill.	4	5	3	2.1	9.6

	Nine Months 1961	1960	1959	1961 Reg. Rate	1961 Pop. Rate
103. West Allis, Wis.	3	1	2	2.1	5.9
104. St. Joseph, Mo.	5	5	5	2.1	8.4
105. Burbank, Calif.	8	7	9	2.1	11.8
106. Reno, Nev.	6	4	2	2.2	15.5
107. Asheville N. C.	5	4	2	2.2	11.1
108. Waco, Tex.	**8**	**11**	**9**	**2.2**	**10.9**
109. Pensacola, Fla.	6	4	4	2.2	14.1
110. Roseville, Mich.	3	2	5	2.2	8.0
111. Macon, Ga.	**6**	**11**	**5**	**2.2**	**11.5**
112. Springfield, Mo.	**8**	**12**	**4**	**2.3**	**11.1**
113. Eugene, Ore.	6	1	3	2.3	15.7
114. Great Falls, Mont.	5	3	2	2.4	12.0
115. Warren, Ohio	6	5	5	2.4	13.4
116. Parma, Ohio	4	3	0	2.5	6.4
117. Terre Haute, Ind.	7	4	1	2.5	12.9
118. Rock Island, Ill.	4	2	6	2.6	10.3
119. Atlantic City, N. J.	**3**	**5**	**5**	**2.6**	**6.7**
120. Greenville, S. C.	**7**	**8**	**4**	**2.7**	**14.1**
121. Brockton, Mass.	**5**	**6**	**7**	**2.7**	**9.2**
122. Jackson, Mich.	6	4	4	2.8	15.8
123. Riverside, Calif.	11	8	7	3.0	17.4
124. Miami Beach, Fla.	7	6	6	3.1	14.8
125. Brookline, Mass.	**4**	**5**	**2**	**3.1**	**9.9**
126. Charleston, W. Va.	7	4	9	3.1	10.9
127. Lorain, Ohio	7	4	1	3.1	13.5
128. Vallejo, Calif.	7	2	7	3.2	15.3
129. Fort Smith, Ark.	6	2	8	3.3	15.1
130. Council Bluffs, Iowa	6	2	4	3.3	14.7
131. Pasadena, Tex.	6	2	3	3.4	13.6
132. Greenwich, Conn.	**4**	**6**	**5**	**3.4**	**9.9**
133. Waltham, Mass.	5	3	3	3.5	12.0
134. Tuscaloosa, Ala.	6	3	6	3.7	12.6
135. Stamford, Conn.	10	5	4	4.0	14.4
136. Livonia, Mich.	8	6	3	4.0	16.0
137. Alameda, Calif.	7	4	4	4.4	15.2
138. Port Arthur, Tex.	10	7	8	4.5	20.0
139. Richmond, Calif.	11	3	5	4.5	20.4
140. East Chicago, Ind.	6	4	1	4.6	13.9
141. Pomona, Calif.	13	7	4	5.2	25.8

Group VIII (25,000 to 50,000)

1. Anderson, Ind.	**0**	**2**	**1**	**0.0**	**0.0**
2. Boise, Idaho	**0**	**3**	**0**	**0.0**	**0.0**
3. Kokomo, Ind.	**0**	**2**	**6**	**0.0**	**0.0**
4. Lafayette, Ind.	**0**	**2**	**2**	**0.0**	**0.0**
5. Appleton, Wis.	0	0	4	0.0	0.0
6. Englewood, Colo.	**0**	**1**	**0**	**0.0**	**0.0**
7. Salina, Kan.	0	0	2	0.0	0.0
8. Poughkeepsie, N. Y.	**0**	**2**	**1**	**0.0**	**0.0**
9. Richmond, Ind.	**0**	**2**	**1**	**0.0**	**0.0**
10. Cuyahoga Falls, Ohio	**0**	**3**	**1**	**0.0**	**0.0**
11. Port Huron, Mich.	**0**	**5**	**3**	**0.0**	**0.0**
12. Gastonia, N. C.	**0**	**1**	**4**	**0.0**	**0.0**
13. Gainesville, Fla.	**0**	**1**	**1**	**0.0**	**0.0**
14. Garden City, Mich.	0	0	0	0.0	0.0
15. Marion, Ohio	0	0	2	0.0	0.0
16. East Detroit, Mich.	**0**	**3**	**2**	**0.0**	**0.0**
17. Bloomington, Ind.	**0**	**1**	**3**	**0.0**	**0.0**
18. Boulder, Colo.	0	0	0	0.0	0.0
19. Massillon, Ohio	**0**	**3**	**0**	**0.0**	**0.0**
20. Sandusky, Ohio	0	0	2	0.0	0.0
21. Santa Cruz, Calif.	**0**	**2**	**1**	**0.0**	**0.0**
22. East Cleveland, Ohio	**0**	**3**	**1**	**0.0**	**0.0**
23. Janesville, Wis.	**0**	**3**	**2**	**0.0**	**0.0**
24. Wausau, Wis.	0	0	2	0.0	0.0
25. South Euclid, Ohio	**0**	**1**	**2**	**0.0**	**0.0**
26. Monrovia, Calif.	**0**	**1**	**3**	**0.0**	**0.0**
27. Westfield, N. J.	**0**	**1**	**0**	**0.0**	**0.0**
28. Easton, Pa.	**0**	**1**	**1**	**0.0**	**0.0**
29. Jackson, Tenn.	**0**	**1**	**0**	**0.0**	**0.0**
30. Baldwin Park, Calif.	**0**	**1**	**2**	**0.0**	**0.0**
31. Findlay, Ohio	0	0	3	0.0	0.0
32. Oak Park, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
33. Burlington, Iowa	**0**	**2**	**0**	**0.0**	**0.0**
34. Edina, Minn.	0	0	0	0.0	0.0
35. Fond du Lac, Wis.	0	0	1	0.0	0.0
36. West Haven, Conn.	**0**	**4**	**1**	**0.0**	**0.0**
37. Manitowoc, Wis.	**0**	**2**	**0**	**0.0**	**0.0**
38. Birmingham, Mich.	0	0	0	0.0	0.0
39. Iowa City, Iowa	**0**	**3**	**1**	**0.0**	**0.0**
40. Kirkwood, Mo.	0	0	1	0.0	0.0
41. Hackensack, N. J.	**0**	**1**	**2**	**0.0**	**0.0**
42. Sherman, Tex.	0	0	1	0.0	0.0
43. Burlington, Vt.	0	0	2	0.0	0.0
44. Brownsville, Tex.	**0**	**1**	**1**	**0.0**	**0.0**
45. Concord, N. H.	**0**	**3**	**3**	**0.0**	**0.0**
46. Amsterdam, N. Y.	**0**	**2**	**1**	**0.0**	**0.0**
47. Webster Groves, Mo.	0	0	0	0.0	0.0
48. Madison Hgts., Mich.	**0**	**1**	**2**	**0.0**	**0.0**
49. Mt. Clemens, Mich.	0	0	0	0.0	0.0
50. Carlsbad, N. M.	**0**	**1**	**2**	**0.0**	**0.0**
51. Wilmette, Ill.	0	0	0	0.0	0.0
52. Fairmont, W. Va.	**0**	**1**	**0**	**0.0**	**0.0**
53. Revere, Mass.	**0**	**4**	**2**	**0.0**	**0.0**
54. Urbana, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
55. East Lansing, Mich.	0	0	4	0.0	0.0
56. Highland Park, Ill.	**0**	**5**	**2**	**0.0**	**0.0**
57. Cranford, N. J.	**0**	**1**	**1**	**0.0**	**0.0**
58. Park Forest, Ill.	0	0	0	0.0	0.0
59. Enfield, Conn.	0	0	0	0.0	0.0

	Nine Months 1961	1960	1959	1961 Reg. Rate	1961 Pop. Rate
60. Belmont, Mass.	0	0	1	0.0	0.0
61. Needham, Mass.	**0**	**1**	**1**	**0.0**	**0.0**
62. Yakima, Wash.	**1**	**3**	**1**	**0.5**	**3.1**
63. Everett, Wash.	1	1	4	0.5	3.3
64. Plainfield, N. J.	1	0	0	0.6	2.9
65. Bellflower, Calif.	**1**	**2**	**4**	**0.6**	**3.0**
66. Oxnard, Calif.	**1**	**4**	**3**	**0.6**	**3.3**
67. Elmira, N. Y.	1	0	1	0.6	2.9
68. Vancouver, Wash.	1	1	0	0.6	4.1
69. Joplin, Mo.	1	1	2	0.7	3.4
70. Fargo, N. D.	1	1	0	0.7	2.8
71. Bellingham, Wash.	**1**	**2**	**0**	**0.7**	**3.8**
72. Garland, Tex.	**1**	**2**	**3**	**0.7**	**3.5**
73. Muskogee, Okla.	**1**	**4**	**5**	**0.7**	**3.5**
74. Portsmouth, Ohio	1	0	1	0.7	4.0
75. Greeley, Colo.	1	0	1	0.8	5.1
76. Alton, Ill.	1	1	4	0.8	3.1
77. Beloit, Wis.	**1**	**2**	**1**	**0.8**	**4.1**
78. Mishawaka, Ind.	**1**	**7**	**1**	**0.8**	**4.0**
79. Teaneck, N. J.	1	1	1	0.8	3.2
80. Danbury, Conn.	1	1	0	0.8	3.4
81. West Orange, N. J.	1	1	3	0.8	3.3
82. Woonsocket, R. I.	1	1	2	0.8	2.8
83. Rome, Ga.	1	1	1	0.8	4.1
84. Waukesha, Wis.	**1**	**2**	**3**	**0.8**	**4.4**
85. Columbia, Mo.	1	0	2	0.8	3.6
86. National City, Calif.	**1**	**4**	**2**	**0.8**	**4.1**
87. Minot, N. D.	1	0	2	0.9	4.3
88. Kingston, N. Y.	1	1	1	0.9	4.5
89. Redwood City, Calif.	2	1	1	0.9	5.8
90. Kankakee, Ill.	**1**	**2**	**2**	**0.9**	**4.8**
91. Mason City, Iowa	1	1	1	0.9	4.3
92. Steubenville, Ohio	1	0	2	0.9	4.1
93. Goldsboro, N. C.	**1**	**5**	**3**	**0.9**	**4.6**
94. Fitchburg, Mass.	**1**	**4**	**3**	**0.9**	**3.1**
95. Allen Park, Mich.	1	1	2	0.9	3.6
96. Milford, Conn.	**1**	**5**	**0**	**0.9**	**3.2**
97. Hamtramck, Mich.	**1**	**2**	**1**	**0.9**	**3.9**
98. Tallahassee, Fla.	**2**	**4**	**0**	**1.0**	**5.5**
99. Mansfield, Ohio	2	1	2	1.0	5.6
100. Kingsport, Tenn.	**1**	**2**	**0**	**1.1**	**5.1**
101. Freeport, Ill.	**1**	**2**	**1**	**1.1**	**5.0**
102. Rahway, N. J.	**1**	**2**	**1**	**1.1**	**4.8**
103. Shaker Heights, Ohio	**1**	**3**	**0**	**1.1**	**3.6**
104. El Cerrito, Calif.	1	0	0	1.1	5.2
105. Aurora, Colo.	**2**	**3**	**0**	**1.1**	**5.5**
106. Denton, Tex.	1	0	3	1.1	5.0
107. Middletown, Conn.	1	0	2	1.1	4.0
108. New London, Conn.	**1**	**4**	**2**	**1.2**	**3.9**
109. Wallingford, Conn.	1	0	3	1.2	4.4
110. Elyria, Ohio	**2**	**4**	**0**	**1.2**	**6.1**
111. Middletown, Ohio	**2**	**5**	**3**	**1.2**	**6.3**
112. Rochester, Minn.	2	2	0	1.2	6.6
113. Enid, Okla.	**2**	**3**	**2**	**1.3**	**6.9**
114. Hazel Park, Mich.	**1**	**2**	**0**	**1.3**	**5.2**
115. Beverly Hills, Calif.	2	1	4	1.3	8.7
116. Zanesville, Ohio	2	2	2	1.3	6.8
117. Pocatello, Idaho	2	2	3	1.3	9.4
118. Le Mesa, Calif.	2	2	2	1.3	8.8
119. Oshkosh, Wis.	2	2	1	1.3	5.9
120. St. Louis Pk., Minn.	**2**	**3**	**2**	**1.4**	**6.2**
121. Highland Park, Mich.	2	0	6	1.4	7.0
122. Ventura, Calif.	**2**	**3**	**3**	**1.4**	**9.2**
123. Danville, Va.	2	2	1	1.4	5.7
124. Wyoming, Mich.	**2**	**3**	**5**	**1.4**	**5.8**
125. Montebello, Calif.	2	0	1	1.4	8.3
All cities in this group				1.4	6.8
126. Muskegon, Mich.	3	3	2	1.5	8.6
127. Coral Gables, Fla.	**2**	**3**	**2**	**1.5**	**7.7**
128. East Hartford, Conn.	2	2	5	1.5	6.1
129. Manchester, Conn.	2	2	3	1.6	6.3
130. Manhattan Bch., Calif.	2	0	0	1.6	7.9
131. Galesburg, Ill.	2	0	4	1.6	7.2
132. Battle Creek, Mich.	**3**	**6**	**2**	**1.6**	**9.0**
133. Bartlesville, Okla.	2	0	0	1.6	9.6
134. Modesto, Calif.	**3**	**5**	**0**	**1.6**	**10.9**
135. Lackawanna, N. Y.	1	0	0	1.6	4.5
136. Ft. Pierce, Fla.	2	0	7	1.6	10.6
137. Chula Vista, Calif.	**3**	**4**	**1**	**1.7**	**9.5**
138. Newark, Ohio	3	1	0	1.7	9.6
139. Park Ridge, Ill.	2	0	0	1.8	8.2
140. Grand Island, Neb.	2	1	1	1.8	10.4
141. Richfield, Minn.	2	1	3	1.8	6.3
142. Fair Lawn, N. J.	2	0	1	1.8	7.3
143. Bangor, Maine	2	1	2	1.8	6.9
144. Austin, Minn.	2	1	0	1.8	9.6
145. Cheyenne, Wyo.	4	1	3	1.8	12.3
146. Owensboro, Ky.	3	3	1	1.8	9.4
147. Midland, Mich.	2	1	0	1.8	9.6
148. Provo, Utah	2	1	1	1.8	7.4
149. Quincy, Ill.	3	1	6	1.9	8.9
150. Pine Bluff, Ark.	**3**	**4**	**1**	**1.9**	**9.1**
151. Redlands, Calif.	2	1	1	1.9	10.0
152. Santa Fe, N. M.	**2**	**5**	**0**	**1.9**	**7.7**
153. Norman, Okla.	2	0	2	2.0	8.0
154. Torrington, Conn.	2	1	2	2.0	8.9
155. Casper, Wyo.	4	1	1	2.1	13.7
156. Des Plaines, Ill.	3	2	1	2.1	11.5
157. Watertown, Mass.	2	1	1	2.1	6.8
158. Chicago Heights, Ill.	**3**	**6**	**0**	**2.1**	**11.7**
159. Grand Forks, N. D.	2	2	0	2.1	7.7

	Nine Months 1961	1960	1959	1961 Reg. Rate	1961 Pop. Rate
160. Mesa, Ariz.	3	3	3	2.2	11.8
161. Granite City, Ill.	3	0	2	2.2	10.0
162. Elmhurst, Ill.	**3**	**5**	**1**	**2.2**	**10.8**
163. Superior, Wis.	**2**	**6**	**2**	**2.3**	**7.9**
164. Spartanburg, S. C.	4	3	6	2.3	12.0
165. Maple Heights, Ohio	2	0	1	2.3	8.4
166. Stratford, Conn.	3	0	2	2.3	8.9
167. Hollywood, Fla.	4	2	4	2.4	15.1
168. Burlington, N. C.	3	1	1	2.4	12.0
169. Wilmington, N. C.	4	1	4	2.4	12.1
170. Daytona Beach, Fla.	4	4	5	2.5	14.3
171. Anderson, S. C.	4	2	1	2.5	12.9
172. La Crosse, Wis.	4	3	3	2.5	11.2
173. Lawrence, Kan.	3	1	0	2.6	12.2
174. Ontario, Calif.	6	3	1	2.7	17.2
175. Bristol, Conn.	3	2	0	2.7	8.8
176. St. Cloud, Minn.	3	2	2	2.7	11.8
177. Sheboygan, Wis.	4	3	0	2.7	11.7
178. Lockport, N. Y.	3	0	0	2.8	15.2
179. Kearny, N. J.	3	1	5	2.8	10.7
180. Leominster, Mass.	**2**	**3**	**1**	**2.8**	**9.6**
181. Bismarck, N. D.	3	1	2	2.9	14.4
182. Rapid City, S. D.	5	2	5	3.0	15.7
183. Barberton, Ohio	4	1	0	3.1	15.8
184. Hamden, Conn.	3	1	3	3.2	9.7
185. Bloomington, Ill.	4	2	1	3.3	14.7
186. Elkhart, Ind.	6	4	0	3.4	19.9
187. Southgate, Mich.	**3**	**4**	**0**	**3.4**	**13.6**
188. Inkster, Mich.	4	1	1	3.4	13.6
189. Rock Hill, S. C.	4	0	3	3.5	18.1
190. Norwich, Conn.	4	4	1	3.6	15.8
191. Petersburg, Va.	4	3	0	3.8	14.5
192. Ferndale, Mich.	5	0	1	3.8	21.3
193. Elgin, Ill.	7	6	2	3.8	18.9
194. Michigan City, Ind.	5	1	3	3.8	17.5
195. Temple, Tex.	4	4	4	3.8	17.5
196. Wyandotte, Mich.	5	3	0	3.8	15.5
197. Linden, N. J.	5	2	1	3.9	16.7
198. Vineland, N. J.	5	5	3	4.0	17.7
199. Mt. Lebanon, Pa.	3	0	2	4.2	11.3
200. Lewiston, Maine	4	1	1	4.4	13.1
201. Fremont, Calif.	6	4	4	4.6	18.3
202. Orange, Calif.	6	1	1	4.9	30.3
203. Moline, Ill.	8	4	4	5.2	25.0
204. Fairfield, Conn.	6	2	7	5.3	17.3
205. Newport Bch., Calif.	5	5	5	5.5	25.1
206. Attleboro, Mass.	4	1	4	6.7	19.7
207. Groton, Conn.	5	1	1	7.7	22.3
208. Calumet City, Ill.	6	1	5	8.2	32.0
209. Oceanside, Calif.	7	1	3	8.5	37.5
210. Southfield, Mich.	9	7	2	9.0	38.1

Group IX (10,000 to 25,000)

1. Pampa, Tex.	**0**	**1**	**0**	**0.0**	**0.0**
2. Covina, Calif.	0	0	0	0.0	0.0
3. Lake Worth, Fla.	0	0	1	0.0	0.0
4. La Porte, Ind.	**0**	**2**	**1**	**0.0**	**0.0**
5. Manhattan, Kan.	**0**	**1**	**0**	**0.0**	**0.0**
6. Renton, Wash.	**0**	**2**	**1**	**0.0**	**0.0**
7. Ypsilanti, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
8. Pittsburg, Calif.	0	0	0	0.0	0.0
9. Annapolis, Md.	0	0	1	0.0	0.0
10. Lombard, Ill.	0	0	0	0.0	0.0
11. Tiffin, Ohio	0	0	0	0.0	0.0
12. Monterey, Calif.	**0**	**3**	**0**	**0.0**	**0.0**
13. Richland, Wash.	0	0	0	0.0	0.0
14. Lufkin, Tex.	**0**	**7**	**1**	**0.0**	**0.0**
15. Ottawa, Ill.	**0**	**1**	**2**	**0.0**	**0.0**
16. So. Portland, Maine	**0**	**1**	**0**	**0.0**	**0.0**
17. Brownwood, Tex.	**0**	**1**	**3**	**0.0**	**0.0**
18. Whitefish Bay, Wis.	0	0	0	0.0	0.0
19. Albert Lea, Minn.	0	0	2	0.0	0.0
20. Moorhead, Minn.	0	0	1	0.0	0.0
21. Chico, Calif.	**0**	**1**	**0**	**0.0**	**0.0**
22. East Haven, Conn.	**0**	**2**	**0**	**0.0**	**0.0**
23. Ada, Okla.	**0**	**2**	**0**	**0.0**	**0.0**
24. Johnson City, N. Y.	**0**	**1**	**0**	**0.0**	**0.0**
25. Floral Park, N. Y.	**0**	**2**	**0**	**0.0**	**0.0**
26. Huntington, Ind.	**0**	**1**	**0**	**0.0**	**0.0**
27. Wooster, Ohio	0	0	3	0.0	0.0
28. Streator, Ill.	0	0	0	0.0	0.0
29. Villa Park, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
30. Hillside, N. J.	**0**	**2**	**0**	**0.0**	**0.0**
31. Berkley, Mich.	**0**	**2**	**2**	**0.0**	**0.0**
32. Caldwell, Idaho	**0**	**1**	**2**	**0.0**	**0.0**
33. Kennewick, Wash.	0	0	4	0.0	0.0
34. Woodland, Calif.	**0**	**2**	**1**	**0.0**	**0.0**
35. Shorewood, Wis.	0	0	0	0.0	0.0
36. Livermore, Calif.	**0**	**2**	**0**	**0.0**	**0.0**
37. El Dorado, Kan.	0	0	1	0.0	0.0
38. Antioch, Calif.	**0**	**1**	**0**	**0.0**	**0.0**
39. Greenwood, Miss.	**0**	**1**	**1**	**0.0**	**0.0**
40. Sterling, Ill.	**0**	**1**	**1**	**0.0**	**0.0**
41. Pasco, Wash.	0	0	1	0.0	0.0
42. Meadville, Pa.	**0**	**1**	**0**	**0.0**	**0.0**
43. Newton, Kan.	**0**	**1**	**0**	**0.0**	**0.0**
44. Snyder, Tex.	**0**	**1**	**0**	**0.0**	**0.0**
45. Collingswood, N. J.	**0**	**1**	**1**	**0.0**	**0.0**
46. La Grange, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
47. McAlester, Okla.	0	0	1	0.0	0.0

	Nine Months 1961	1960	1959	1961 Reg. Rate	1961 Pop. Rate
48. Brookfield, Ill.	0	0	0	0.0	0.0
49. Mt. Pleasant, Mich.	0	0	0	0.0	0.0
50. De Kalb, Ill.	**0**	**1**	**1**	**0.0**	**0.0**
51. Morton Grove, Ill.	0	0	0	0.0	0.0
52. Bristol, Va.	**0**	**2**	**0**	**0.0**	**0.0**
53. Lexington, N. C.	**0**	**1**	**0**	**0.0**	**0.0**
54. Defiance, Ohio	**0**	**2**	**0**	**0.0**	**0.0**
55. Owatonna, Minn.	0	0	0	0.0	0.0
56. Prescott, Ariz.	0	0	0	0.0	0.0
57. Goshen, Ind.	**0**	**2**	**1**	**0.0**	**0.0**
58. Lamesa, Tex.	0	0	1	0.0	0.0
59. New Bern, N. C.	**0**	**1**	**1**	**0.0**	**0.0**
60. Port Angeles, Wash.	**0**	**1**	**0**	**0.0**	**0.0**
61. Boone, Iowa	0	0	1	0.0	0.0
62. Wisconsin Rpds., Wis.	0	0	0	0.0	0.0
63. Logan, Utah	**0**	**2**	**0**	**0.0**	**0.0**
64. Garden City, Kan.	**0**	**1**	**0**	**0.0**	**0.0**
65. Junction City, Kan.	0	0	1	0.0	0.0
66. Hays, Kan.	**0**	**4**	**0**	**0.0**	**0.0**
67. Auburn, Wash.	0	0	0	0.0	0.0
68. Hawthorne, N. J.	0	0	0	0.0	0.0
69. La Grange Park, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
70. Tracy, Calif.	0	0	0	0.0	0.0
71. Massena, N. Y.	0	0	1	0.0	0.0
72. Waynesboro, Va.	0	0	0	0.0	0.0
73. North Adams, Mass.	**0**	**1**	**2**	**0.0**	**0.0**
74. West Lafayette, Ind.	**0**	**2**	**3**	**0.0**	**0.0**
75. State College, Pa.	0	0	0	0.0	0.0
76. Warren, Pa.	**0**	**1**	**0**	**0.0**	**0.0**
77. Watertown, Wis.	**0**	**3**	**1**	**0.0**	**0.0**
78. Naugatuck, Conn.	**0**	**2**	**4**	**0.0**	**0.0**
79. Grosse Pt. Wds., Mich.	0	0	0	0.0	0.0
80. Winfield, Kan.	0	0	1	0.0	0.0
81. Marshfield, Wis.	**0**	**1**	**1**	**0.0**	**0.0**
82. Galion, Ohio	0	0	0	0.0	0.0
83. Winnetka, Ill.	0	0	1	0.0	0.0
84. Atchison, Kan.	**0**	**1**	**1**	**0.0**	**0.0**
85. Beaver Dam, Wis.	0	0	0	0.0	0.0
86. Hanford, Calif.	**0**	**1**	**0**	**0.0**	**0.0**
87. Mitchell, S. D.	0	0	0	0.0	0.0
88. Albion, Mich.	0	0	0	0.0	0.0
89. Bay Village, Ohio	0	0	0	0.0	0.0
90. Los Alamos, N. M.	0	0	2	0.0	0.0
91. Northbrook, Ill.	0	0	0	0.0	0.0
92. Dover, Ohio	**0**	**2**	**1**	**0.0**	**0.0**
93. Bellefontaine, Ohio	0	0	0	0.0	0.0
94. Van Wert, Ohio	0	0	0	0.0	0.0
95. Mansfield, Conn.	0	0	1	0.0	0.0
96. Fairfield, Calif.	0	0	0	0.0	0.0
97. Cudahy, Wis.	0	0	0	0.0	0.0
98. Pacific Grove, Calif.	0	0	0	0.0	0.0
99. Red Wing, Minn.	**0**	**1**	**0**	**0.0**	**0.0**
100. Willowick, Ohio	**0**	**2**	**1**	**0.0**	**0.0**
101. Marion, Iowa	0	0	2	0.0	0.0
102. Grosse Pte. Pk., Mich.	0	0	0	0.0	0.0
103. Suffolk, Va.	0	0	0	0.0	0.0
104. Dyersburg, Tenn.	**0**	**1**	**3**	**0.0**	**0.0**
105. Charles City, Iowa	0	0	0	0.0	0.0
106. Rock Springs, Wyo.	**0**	**1**	**1**	**0.0**	**0.0**
107. Hornell, N. Y.	0	0	0	0.0	0.0
108. Bemidji, Minn.	**0**	**1**	**2**	**0.0**	**0.0**
109. Vacaville, Calif.	0	0	0	0.0	0.0
110. Moscow, Idaho	0	0	0	0.0	0.0
111. Monmouth, Ill.	0	0	0	0.0	0.0
112. University Hts., Ohio	0	0	1	0.0	0.0
113. Sulphur, La.	0	0	1	0.0	0.0
114. Fort Thomas, Ky.	**0**	**2**	**0**	**0.0**	**0.0**
115. Menominee, Mich.	0	0	0	0.0	0.0
116. Ironwood, Mich.	0	0	0	0.0	0.0
117. Winchester, Conn.	**0**	**1**	**1**	**0.0**	**0.0**
118. Weslaco, Tex.	**0**	**2**	**1**	**0.0**	**0.0**
119. Hurst, Tex.	0	0	1	0.0	0.0
120. Riverdale, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
121. Ridgefield Pk., N. J.	**0**	**1**	**0**	**0.0**	**0.0**
122. Mercedes, Tex.	0	0	1	0.0	0.0
123. Donora, Pa.	0	0	0	0.0	0.0
124. Rolling Meadows, Ill.	**0**	**2**	**0**	**0.0**	**0.0**
125. Yuma, Ariz.	**1**	**5**	**1**	**0.9**	**5.5**
126. Ponca City, Okla.	**1**	**2**	**1**	**0.9**	**5.5**
127. Lodi, Calif.	1	1	0	0.9	6.0
128. Longview, Wash.	1	0	2	0.9	5.7
129. Los Altos, Calif.	1	0	2	1.0	6.8
130. Glendora, Calif.	1	0	3	1.0	6.4
131. New Kensington, Pa.	1	0	2	1.1	5.7
132. Klamath Falls, Ore.	**1**	**5**	**2**	**1.2**	**7.9**
133. Plainview, Tex.	1	0	3	1.2	7.1
134. Adrian, Mich.	**1**	**2**	**0**	**1.2**	**6.6**
135. Winona, Minn.	1	0	0	1.2	5.3
136. Borger, Tex.	1	1	3	1.2	6.4
137. Sedalia, Mo.	1	1	3	1.2	5.6
138. Robbinsdale, Minn.	1	1	0	1.2	8.1
139. Cedar Falls, Iowa	**1**	**3**	**2**	**1.2**	**6.3**
140. Denison, Tex.	1	1	2	1.2	5.9
141. Butler, Pa.	1	0	0	1.2	6.3
142. Cape Girardeau, Mo.	1	1	1	1.3	5.3
143. Pittsburg, Kan.	1	0	1	1.3	7.1
144. Westport, Conn.	1	0	3	1.3	6.3
145. Muskegon Hts., Mich.	1	0	2	1.3	6.8
146. Corsicana, Tex.	**1**	**2**	**2**	**1.3**	**6.6**
147. Emporia, Kan.	1	0	0	1.3	7.3
148. Hibbing, Minn.	1	0	0	1.3	7.5
149. Glenview, Ill.	1	0	0	1.3	7.3
150. Ashland, Ohio	1	0	0	1.4	7.6
151. Evergreen Park, Ill.	1	0	0	1.4	5.5
152. Elmwood Park, Ill.	1	1	0	1.4	5.6
153. Stillwater, Okla.	1	1	0	1.4	5.5
154. Marietta, Ohio	1	0	1	1.4	7.9
155. Connersville, Ind.	1	1	1	1.4	7.5
156. Tulare, Calif.	**1**	**2**	**1**	**1.4**	**9.6**
157. Greenville, Tex.	**1**	**2**	**2**	**1.4**	**7.0**
158. Morristown, N. J.	1	1	0	1.4	7.5
159. Oswego, N. Y.	**1**	**2**	**0**	**1.5**	**6.0**
160. Martinsville, Va.	1	1	5	1.5	7.1
161. Ocala, Fla.	**1**	**4**	**0**	**1.5**	**9.8**
162. Niles, Ohio	**1**	**2**	**4**	**1.5**	**6.8**
163. Stevens Point, Wis.	1	1	2	1.5	7.5
All cities in this group				1.5	7.6
164. Redding, Calif.	1	0	0	1.6	10.4
165. Fostoria, Ohio	1	1	0	1.6	8.5
166. Arkansas City, Kan.	1	0	1	1.6	9.3
167. Pendleton, Ore.	1	0	2	1.6	9.2
168. Medford, Ore.	2	1	2	1.6	10.9
169. Alpena, Mich.	1	0	3	1.6	9.0
170. Rocky River, Ohio	1	1	1	1.6	7.3
171. Norfolk, Neb.	1	1	2	1.7	10.2
172. Wethersfield, Conn.	**1**	**2**	**0**	**1.7**	**6.5**
173. Fergus Falls, Minn.	1	0	0	1.7	9.7
174. Mt. Vernon, Ill.	1	1	0	1.7	8.5
175. Rye, N. Y.	**1**	**3**	**1**	**1.8**	**9.4**
176. Shelton, Conn.	1	1	1	1.8	7.3
177. Vernon, Tex.	1	1	2	1.8	11.0
178. Reidsville, N. C.	**1**	**6**	**0**	**1.8**	**9.3**

TRAFFIC DEATHS—STATE RECORDS

Deaths are reported by state traffic authorities.

All figures are preliminary. To insure proper comparisons, 1960 and 1959 figures cover the same reporting period as those for 1961.

Population Rate: U. S. population rate is the estimated annual number of deaths per 100,000 population, assuming that deaths for the rest of the year will follow the normal seasonal pattern. State population rate is the estimated annual number of deaths per 100,000 population, assuming that the monthly average of deaths will remain at the present average for the rest of the year. U. S. population rate is based on July 1, 1961 population estimate; state population rates are based on July 1, 1960 population estimates, U. S. Bureau of the Census, Washington, D. C.

States shown in heavy type have improved in 1961 compared with 1960, or showed no change.

Mileage Rate: The number of deaths per 100 million vehicle miles of travel.

(Figures in parenthesis following the 1961 mileage rate indicate the number of months for which the mileage rate is calculated for each state.)

	Months Reported	Deaths Identical Periods 1961	1960	1959	% Change 1960 to 1961	% Change 1959 to 1961	1961 Pop. Rate	1961 Mile. Rate	
TOTAL U.S.	9	27,110	27,580	27,290	— 2%	— 1%	20.5	5.0	(9)
Ala.	9	619	620	593	— *%	+ 4%	25.2	6.7	(7)
Alaska	9	22	22	18	0%	+ 22%	12.7	—	—
Ariz.	9	378	366	376	+ 3%	+ 1%	38.2	7.6	(8)
Ark.	9	311	316	330	— 2%	— 6%	23.2	5.6	(8)
Calif.	9	2,730	2,664	2,558	+ 2%	+ 7%	23.0	5.1	(7)
Colo.	9	336	328	308	+ 2%	+ 9%	25.5	5.0	(6)
Conn.	9	194	191	170	+ 2%	+ 14%	10.2	2.5	(7)
Del.	9	39	63	56	— 38%	— 30%	11.6	2.3	(8)
D. of C.	8	54	54	58	— 3%‡	— 11%	8.9‡	1.8	(7)
Fla.	9	821	903	781	— 9%	+ 5%	21.8	5.1	(8)
Ga.	9	690	765	730	— 10%	— 5%	23.3	5.3	(7)
Hawaii	9	57	70	55	— 19%	+ 4%	11.8	—	—
Idaho	9	192	165	167	+ 16%	+ 15%	38.2	5.7	(6)
Ill.	9	1,293	1,179	1,252	+ 10%	+ 3%	17.0	4.1	(6)
Ind.	9	751	788	791	— 5%	— 5%	21.4	4.7	(8)
Ia.	9	470	412	473	+ 14%	— 1%	22.7	5.0	(7)
Kan.	9	400	350	433	+ 14%	— 8%	24.5	4.9	(7)
Ky.	9	519	536	542	— 3%	— 4%	22.7	6.1	(7)
La.	9	503	599	467	— 16%	+ 8%	20.5	5.8	(8)
Maine	9	125	125	101	+ 2%	+ 24%	17.1	3.9	(8)
Md.	9	317	395	397	— 20%	— 20%	13.6	3.5	(7)
Mass.	9	389	408	400	— 5%	— 3%	10.0	2.8	(7)
Mich.	9	1,092	1,060	1,005	+ 3%	+ 9%	18.6	4.6	(8)
Minn.	9	534	512	449	+ 4%	+ 19%	20.8	4.6	(8)
Miss.	9	379	469	381	— 19%	— 1%	23.2	6.3	(8)
Mo.	9	681	734	676	— 7%	+ 1%	21.0	4.7	(7)
Mont.	9	201	164	177	+ 23%	+ 14%	39.5	7.4	(7)
Neb.	9	259	202	256	+ 18%	— 7%	22.6	4.5	(7)
Nev.	9	145	124	137	+ 17%	+ 6%	67.0	10.5	(6)
N. H.	9	59	65	95	— 9%	— 38%	13.0	2.4	(7)
N. J.	9	555	551	539	+ 1%	+ 3%	12.1	2.9	(8)
N. M.	9	255	293	339	— 13%	— 25%	35.5	6.0	(6)
N. Y.	9	1,413	1,418	1,589	— *%	— 11%	11.2	4.0	(8)
N. C.	9	828	837	848	— 1%	— 2%	24.2	5.6	(8)
N. D.	9	97	120	137	— 19%	— 29%	20.3	4.8	(7)
Ohio	9	1,202	1,393	1,293	— 14%	— 7%	16.4	3.9	(7)
Okla.	9	501	465	467	+ 8%	+ 7%	28.6	5.7	(8)
Ore.	9	354	322	353	+ 10%	+ *%	26.6	5.2	(8)
Pa.	8	928	1,064	1,007	— 13%	— 8%	12.3	3.4	(7)
R. I.	9	53	43	63	+ 23%	— 16%	8.3	2.5	(7)
S. C.	9	485	519	463	— 7%	+ 5%	27.0	7.1	(7)
S. D.	9	153	168	153	— 9%	0%	29.9	5.7	(8)
Tenn.	9	523	574	537	— 9%	— 3%	19.5	4.9	(8)
Tex.	9	1,655	1,630	1,726	+ 2%	— 4%	22.9	4.7	(6)
Utah	9	162	185	142	— 12%	+ 14%	24.1	4.9	(7)
Vt.	9	59	72	65	— 18%	— 9%	20.2	4.4	(8)
Va.	9	595	538	622	+ 11%	— 4%	19.9	4.8	(8)
Wash.	9	379	413	383	— 8%	— 1%	17.7	4.0	(8)
W. Va.	9	261	251	301	+ 4%	— 13%	18.7	5.3	(7)
Wis.	9	654	614	609	+ 7%	+ 7%	22.0	5.4	(7)
Wyo.	9	121	126	131	— 4%	— 8%	48.5	7.5	(5)
P. R.‡	9	221	259	187	— 15%	+ 18%	12.5	12.1	(7)
V. I.†	6	1	4	4	— 75%	— 75%	6.3	—	—
CANADIAN PROVINCES									
Alta.	7	130	162	122	— 20%	+ 7%	19.2	—	—
B. C.	6	142	114	122	+ 25%	+ 16%	19.1	—	—
Man.	7	56	58	69	— 3%	— 19%	11.2	—	—
Ont.	9	884	801	802	+ 10%	+ 10%	25.6	—	—
Sask.	9	107	97	124	+ 10%	— 14%	16.3	—	—

*Less than .5%

‡Commonwealth of Puerto Rico

†Virgin Islands

	Nine Months 1961	1960	1959	1961 Reg. Pop. Rate	1961 Rate
179. Elizabeth City, N. C.	1	0	1	1.8	9.4
180. Fort Myers, Fla.	**2**	**3**	**1**	**1.9**	**11.9**
181. Brawley, Calif.	**1**	**3**	**0**	**1.9**	**10.5**
182. Hopewell, Va.	1	0	2	1.9	7.4
183. Gardner, Mass.	1	1	1	1.9	7.0
184. Menasha, Wis.	1	0	0	2.0	9.1
185. Merced, Calif.	2	0	3	2.0	13.3
186. St. Joseph, Mich.	**1**	**2**	**0**	**2.0**	**11.3**
187. North Olmsted, Ohio	1	0	0	2.0	8.2
188. Bowling Green, Ohio	1	0	1	2.1	9.8
189. Highland Park, Tex.	1	1	0	2.1	12.8
190. Kinston, N. C.	2	2	3	2.1	10.8
191. Martinsburg, W. Va.	1	1	0	2.1	8.8
102. Beeville, Tex.	1	0	1	2.1	9.6
193. Virginia, Minn.	1	0	0	2.2	9.5
194. Sumter, S. C.	2	2	3	2.2	11.6
195. Conneaut, Ohio	1	0	1	2.2	12.5
196. Warrensville Hgts., O.	1	1	0	2.3	12.5
197. River Forest, Ill.	1	1	2	2.3	10.5
108. So. St. Paul, Minn.	2	0	0	2.3	12.1
199. Corvallis, Ore.	2	0	0	2.3	12.9
200. Marinette, Wis.	1	1	2	2.3	10.0
201. Xenia, Ohio	2	1	1	2.3	13.1
202. River Rouge, Mich.	1	1	3	2.3	7.3
203. Cadillac, Mich.	1	1	0	2.3	13.2
204. Great Bend, Kan.	2	0	0	2.4	16.0
205. Jeffersonville, Ind.	2	1	2	2.4	13.7
206. Two Rivers, Wis.	**1**	**2**	**1**	**2.4**	**10.7**
207. Escondido, Calif.	2	0	1	2.4	16.3
208. Houma, La.	2	0	0	2.5	11.8
209. San Fernando, Calif.	2	0	2	2.5	16.6
210. Wayne, Mich.	2	0	2	2.5	14.0
211. Covington, Va.	1	0	0	2.5	12.0
212. Aberdeen, S. D.	2	1	1	2.5	11.6
213. Brentwood, Mo.	1	0	0	2.5	10.8
214. Milford, Mass.	**1**	**2**	**1**	**2.5**	**8.5**
215. Maumee, Ohio	1	1	0	2.5	11.0
216. Muscatine, Iowa	2	0	0	2.5	12.7
217. Glastonbury, Conn.	1	1	0	2.6	9.2
218. Endicott, N. Y.	2	0	0	2.6	14.2
219. Traverse City, Mich.	2	0	0	2.6	14.5
220. Pompano Beach, Fla.	**2**	**4**	**0**	**2.6**	**16.7**
221. Tempe, Ariz.	2	1	2	2.8	10.7
222. Walla Walla, Wash.	3	0	0	2.8	16.3
223. Augusta, Maine	2	2	2	2.8	12.3
224. Webster, Mass.	1	0	0	2.8	9.7
225. Uniontown, Pa.	2	1	0	2.9	14.9
226. Valparaiso, Ind.	2	0	0	3.0	17.6
227. Derby, Conn.	**1**	**3**	**0**	**3.0**	**11.0**
228. Bell, Calif.	3	3	1	3.1	20.5
229. Watertown, Conn.	1	0	1	3.1	9.0
230. Peru, Ind.	2	1	3	3.1	18.4
231. East Moline, Ill.	2	1	2	3.2	16.0
232. Stonington, Conn.	1	0	1	3.3	9.5
233. Santa Paula, Calif.	**2**	**3**	**0**	**3.3**	**20.1**
234. Amherst, Mass.	1	0	0	3.4	9.7
235. Wheaton, Ill.	3	1	0	3.4	16.5
236. Niles, Mich.	2	0	2	3.5	19.3
237. Canton, Ill.	2	0	2	3.6	19.6
238. Killingly, Conn.	1	0	2	3.6	11.8
239. Griffin, Ga.	3	3	1	3.6	18.4
240. Darien, Conn.	**2**	**10**	**2**	**3.6**	**14.5**
241. Astoria, Ore.	2	0	1	3.7	23.8
242. Colton, Calif.	3	1	0	3.8	21.4
243. Escanaba, Mich.	2	2	1	3.9	17.3
244. Branford, Conn.	2	1	1	3.9	16.1
245. Statesville, N. C.	3	0	0	4.0	20.2
246. Albany, Calif.	2	0	1	4.0	18.0
247. Coronado, Calif.	2	1	3	4.0	14.8
248. W. Springfield, Mass.	3	3	4	4.0	16.1
249. Southington, Conn.	2	2	0	4.0	11.7
250. Fredericksburg, Va.	2	1	1	4.1	19.6
251. Henderson, N. C.	2	1	0	4.1	21.0
252. Windsor, Conn.	**2**	**3**	**2**	**4.4**	**13.7**
253. Brigham City, Utah	2	0	0	4.8	22.8
254. Holland, Mich.	5	2	2	4.8	26.9
255. Monroe, N. C.	2	2	2	4.8	24.5
256. Ecorse, Mich.	2	2	0	4.8	15.4
257. Bellevue, Wash.	3	1	0	4.9	31.3
258. Du Bois, Pa.	2	0	2	4.9	25.0
259. Auburn, Mass.	2	1	0	5.2	19.1
260. Bedford, Ind.	3	2	0	5.2	30.8
261. North Chicago, Ill.	**2**	**3**	**2**	**5.3**	**13.0**
262. Bellaire, Ohio	2	0	0	5.4	23.2
263. Vernon, Conn.	3	0	0	5.5	23.5
264. La Salle, Ill.	2	1	0	5.6	22.4
265. Western Springs, Ill.	2	0	0	5.7	24.7
266. Salisbury, N. C.	5	0	2	6.1	31.3
267. Marquette, Mich.	4	1	0	6.5	26.9
268. Homewood, Ala.	3	2	1	6.7	19.4
269. Westlake, Ohio	3	1	1	7.0	31.0
270. Windham, Conn.	4	2	0	7.3	31.4
271. Lake Forest, Ill.	3	0	1	7.5	37.4
272. Farmington, Conn.	**2**	**3**	**2**	**7.7**	**24.7**
273. Ansonia, Conn.	4	1	1	7.9	26.9
274. Brooklyn, Ohio	3	0	2	8.9	37.4
275. New Canaan, Conn.	5	1	0	9.6	49.4
276. Owosso, Mich.	8	1	0	11.2	62.7
277. Beacon, N. Y.	5	2	0	13.7	48.0
CANADIAN CITIES					
Hamilton, Ont.	10	16	14	—	5.1
Toronto, Ont.	80	77	62	—	7.0
London, Ont.	12	5	6	—	9.9

MOTOR VEHICLE DEATHS AND INJURIES BY STATES 1961 and 1960

Forty-four states and the District of Columbia have reported their death and injury experience for three to eight months of 1961.

The table below shows all of the injury data reported by each state, but little information is available on precisely what injuries are included in each state's tabulation.

Differences in the ratio of injuries to deaths probably reflect primarily differences in the extent to which all injuries are reported. Other factors are undoubtedly involved, such as: (1) a few states omit some or all of the injuries in urban accidents; (2) there are large differences between states in the proportion of travel which is in urban area (the injury-death ratio for urban accidents is about four times the ratio for rural accidents).

The question of what injuries are being reported applies with equal force to the per cent change in injuries from 1960 to 1961. Any tightening up of police administration, any emphasis on "get all the injuries," is almost certain to bring about an increase in reported injuries, but probably only in minor ones. Similarly, instructions to "skip the scratches" probably would result in a decrease in recorded cases in many states. Introduction of financial responsibility laws has been observed to increase reported injuries sharply. Even the public's increased claims-consciousness is regarded by many people as an element in the growing number of injuries reported. With such factors operating to destroy comparability, indicated changes in the number of injuries should not be considered as reliable.

	Months Reported	Deaths†† 1961	Deaths†† 1960	Injuries†† 1961	Injuries†† 1960	% Change 1960 to 1961 Deaths	% Change 1960 to 1961 Injuries	1961 Ratio of Injuries to Deaths
TOTAL U.S.	**	17,885#	18,407#	797,538	774,348	— 3#	+ 3	45
Ala.	8	565	565	3,069†	3,269†	0	— 6	5
Ariz.	8	335	326	9,750	8,443	+ 3	+ 15	29
Ark.	8	275	265	5,465	2,854	+ 4	+ 22	13
Calif.	7	2,083	2,028	90,112	85,827	+ 3	+ 5	43
Colo.								
Conn.	6	119	101	12,234	10,514	+ 18	+ 16	103
Del.	7	26	44	1,704	1,507	— 41	+ 13	66
D. of C.	8	54	54	5,264	5,193	— 37	+ 1	155
Fla.	8	731	810	32,316	30,751	— 10	+ 5	44
Ga.	8	611	670	11,996	12,645	— 9	— 5	20
Idaho	5	76	78	2,173	1,712	— 3	+ 27	29
Ill.	7	985	862	62,978	56,890	+ 14	+ 11	64
Ind.	7	562	589	22,236	21,057	— 5	+ 6	40
Iowa	7	342	301	10,378	10,253	+ 14	+ 1	30
Kan.								
Ky.	8	444	465	10,937	10,060	— 5	+ 9	25
La.	8	454	531	5,149†	5,402†	— 18	— 5	12
Maine	8	109	102	4,416	4,726	+ 7	— 7	41
Md.	6	199	269	11,744	11,511	— 26	+ 2	59
Mass.	6	238	255	51,844	49,805	— 7	+ 4	218
Mich.	8	971	933	57,046	55,967	+ 4	+ 2	59
Minn.	8	458	440	21,979	18,364	+ 4	+ 20	48
Miss.	7	294	366	4,764	4,550	— 20	+ 5	16
Mo.	8	594	640	8,508	8,556	— 7	— 1	14
Mont.	6	130	84	1,827	1,787	+ 55	+ 2	14
Neb.	8	211	171	7,795	7,526	+ 23	+ 6	37
Nev.								
N. H.	8	45	59	4,322	4,085	— 24	+ 6	96
N. J.	5	132	154	15,958	15,342	— 14	+ 4	121
N. M.	7	192	219	3,593	3,516	— 12	+ 2	19
N. Y.	5	725	695	99,750	103,914	+ 4	— 4	138
N. C.	6	519	540	14,712	12,163	— 39	+ 21	28
N. D.	7	60	83	1,918	1,944	— 28	— 1	32
Ohio	8	1,020	1,220	50,233	52,469	— 16	— 4	49
Okla.								
Ore.	7	260	219	10,821	10,116	+ 19	+ 7	42
Pa.	5	507	617	27,792	34,897	— 18	— 20	55
R. I.	5	19	15	2,402	2,277	+ 46	+ 5	126
S. C.	8	432	449	9,608	7,895	— 4	+ 22	22
S. D.	6	85	91	1,516	1,582	— 7	— 4	18
Tenn.	8	467	506	14,916	13,540	— 8	+ 10	32
Tex.	8	1,452	1,441	40,192	38,359	+ 1	+ 5	28
Utah	6	96	109	4,487	4,112	— 12	+ 9	47
Vt.	8	48	65	2,027	1,924	— 26	+ 5	42
Va.	4	221	222	7,929	7,411	— *	+ 7	36
Wash.	7	272	291	18,122	16,094	— 7	+ 13	67
W. Va.	8	222	207	4,870	4,747	+ 7	+ 3	22
Wis.	5	185	154	6,551	6,905	+ 20	— 5	35
Wyo.	8	102	106	2,155	2,127	— 4	+ *	21
P. R.‡	6	145	187	6,336	6,185	— 24	+ 2	44
V. I.¶	6	1	4	108	107	— 75	+ 1	108

†Rural injuries only.

††All figures are preliminary. To insure proper comparisons, 1960 figures cover the same reporting period as those for 1961.

*Less than .5%.

**Death and injury totals cover reports for all months indicated in this column.

#Death totals and changes differ from national figures because those shown here are based on the states and months for which injury data are reported.

‡Commonwealth of Puerto Rico.

¶Virgin Islands.

Illinois Organizes

From Page 17

by telephone for the coming Labor Day weekend.

Nine Illinois cities were included in each session. By using a speaker-type phone, the chiefs of police were thus able to invite representatives from labor, clergy, newspapers, radio and television stations, local safety council heads and others helping in the campaign to hear the conversation and obtain the maximum benefit from this round-up of safety and enforcement plans for the holiday.

News releases were prepared for Traffic Condition Yellow and Traffic Condition Red by the division of traffic safety. Numerous editorials and articles appeared daily throughout the state during these two periods. Spot announcements were also distributed to all radio and television stations in Illinois.

Numerous farm organizations cooperated with the division and the University of Illinois Agricultural Extension Service in the campaign. A special newspaper mat was prepared and distributed. Farmers were also encouraged to post a large red flag along the roadside to call attention of the passing motorist to the additional hazards present during the holiday.

Various women's clubs throughout the state participated in the campaign and worked with the women's activities section of the division.

Traffic Condition Yellow went into effect five days prior to the holiday period. During this week, drivers were urged to prepare for long trips by having their cars safety checked to avoid mechanical failure, and to study routes and regulations in areas to be traveled to eliminate last minute error in driver decision. Motorists were also asked to get sufficient rest before starting a trip and to make frequent rest stops to avoid fatigue.

The Jacksonville Junior Chamber of Commerce sponsored a rest stop for motorists. The building secured for the project was located on the heavily traveled Routes 36-54 and included rest rooms, free soft drinks and donuts for holiday travelers. Each motorist received traffic safety literature—plus a report of the traffic fatalities and accidents. Nationwide publicity was given this activity.

Gasoline service stations were urged to help promote the 1961 Illinois Labor Day Safety Campaign by offering free Holiday Alert safety-checks to motorists in certain cities. Posters with large red letters advising "Get Your Free Holiday Alert Safety-Check" were distributed to service stations cooperating. A routine check was made of brakes, steering, tires, horn, glass, windshield wipers, headlights, directional signals, and exhaust.

A full-page newspaper advertisement urging motorists to prepare for the holiday appeared in many of the larger newspapers the weekend prior to the Labor Day weekend. Many of the stations also contributed to the campaign by selling, or giving away, the Holiday Alert pennants. More than 87,000 kits were distributed or sold throughout the state during Traffic Condition Yellow.

Essentially, by displaying the pennants many drivers were saying to other motorists, "Look, I have taken the pledge to drive legally, safely and courteously."

The Springfield Safety Council initiated the sale of the pennants, as a pilot program, during their July 4th campaign in Springfield. Between 6,000 and 7,000 of the pennant kits were distributed to motorists in the area during Traffic Condition Yellow and flown from the antennae of cars and trucks during the 102-hour holiday period. The initial project was so successful in Springfield that the pennants were offered statewide for the 1961 Labor Day safety campaign.

In all, more than 87,000 pennant kits were distributed in Illinois prior to the Labor Day holiday. The International Association of Machinists, District #102, Rock Island, topped the list of organizations distributing the kits with 11,250 sales.

A similar device was employed to obtain active participation of the motorists. I'm referring to the "Lights On" Campaign which has proved successful in Texas and Nebraska and was first tried in Illinois during the 1961 Memorial Day campaign.

As I have mentioned previously, Governor Kerner urged motorists to use their driving lights during the daylight hours of the 78-hour holiday. The Illinois Broadcasters Association cooperated by urging all radio and television stations in Illinois to publicize the campaign.

A letter was sent by the Central Motor Freight Association urging all members of the Illinois CMFA cooperative safety patrols to cooperate with the American Trucking Association holiday safety program, "Truck Lights On For Safety." It was asked that all drivers keep their lights on both day and night from 4:00 p.m. on Friday, Sept. 1 until 8:00 a.m. on Tuesday, Sept. 5. An overwhelming response was received from the trucking companies in Illinois, and from several bus companies.

An intensive count was made by the Illinois State Police to determine the compliance of motorists with the "Lights On" campaign. This particular study was initiated during Traffic Condition Red alert which ran from 6:00 p.m., Friday, Sept. 1, to midnight, Monday, Sept. 4.

Findings of the study indicated that approximately one-third of the motorists responded during daylight hours. Nearly 35,000 vehicles were included in the count. Each State Police district cooperated by conducting counts at three locations in their districts.

News media information was stepped up during this period in addition to an all-out enforcement effort by local, county and state police agencies. The Illinois State Police reported that all available vehicles, which numbered over 1,100, were on the road. The patrol was augmented by some 110 auto investigators from the Secretary of State's office plus auxiliary police and courtesy patrols from trucking companies.

The results of the extensive campaign were gratifying. Although 16 persons were killed during the 78-hour period, this was two fewer deaths than during the similar holiday period in 1960 when 18 persons were fatally injured. Except for 1959 when 13 persons were killed, this was the lowest toll since 1954. The fatality rate in Illinois was one traffic death every 4.9 hours as compared with one every 4.3 hours for the 1960 Labor Day holiday.

Speed, fatigue and inattention were chief factors in the fatalities. To the best of our knowledge, none of the traffic victims wore seat belts. Five of the 16 killed were persons under 25

years of age and four were over 55. Eight of the fatal accidents took place during hours of darkness and six during daylight hours. Twelve of the 16 dead were struck down within 50 miles of their homes and only two were killed at a location more than 250 miles from home.

In all, this has been an unusual demonstration of men and women at work for the good of society. Illinois can be proud of its citizen groups and coordinated enforcement teams working to prevent accidents. Governor Kerner has told us to "take safety to the people" and here is a clear-cut example of what a state can do with the whole-hearted cooperation of its citizens.

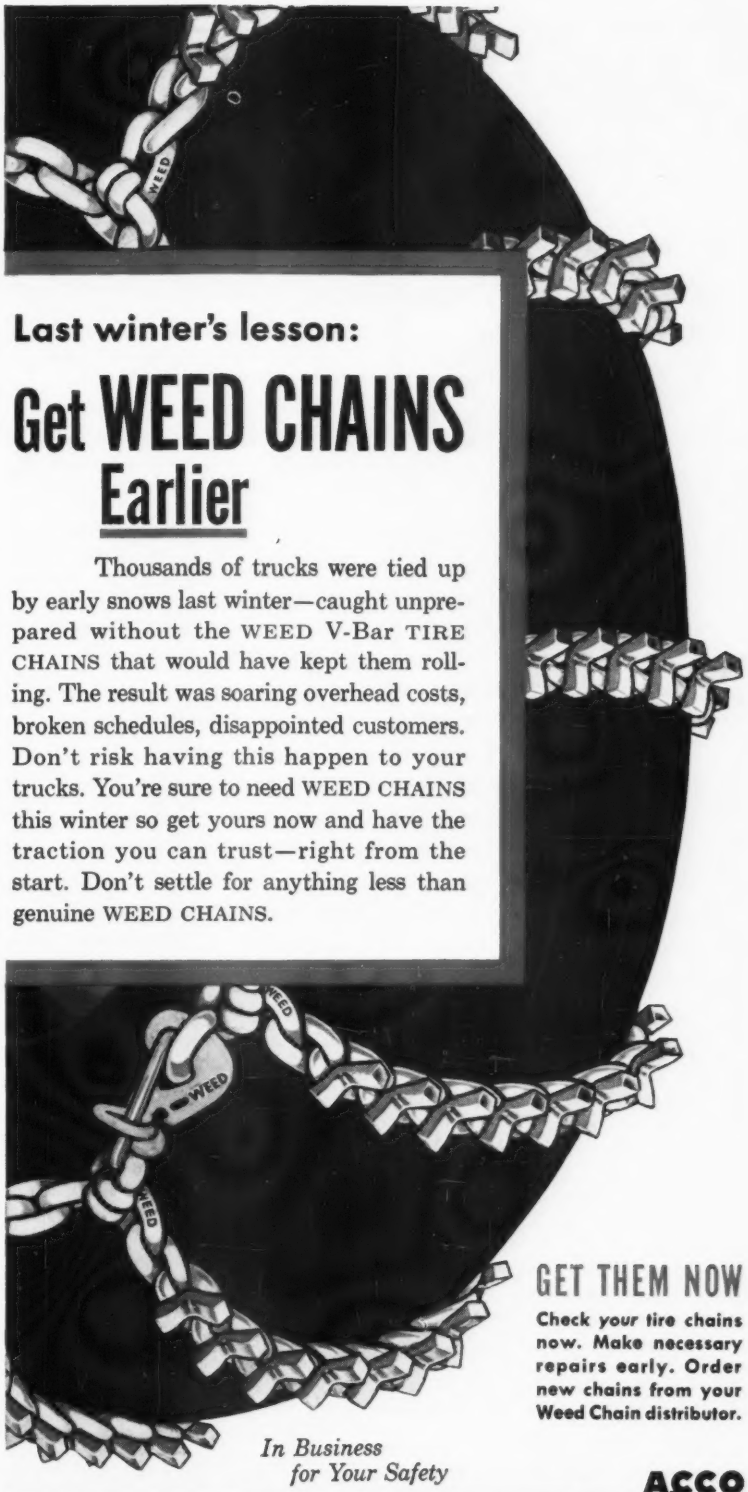
Seat Belt Clinic

The Corvallis (Ore.) Jaycees sold and installed more than 1,700 seat belts during an intensive weekend seat belt clinic.

The project required 858 man hours on one weekend alone. The belts were sold at cost—$5.00 and installed free. The supplier in Salem exhausted his complete stock before the end of the second day.

By Saturday afternoon, the supply in the Portland warehouses was so badly depleted that calls were made to Seattle, Oakland and Los Angeles until a manufacturer was located in Denver who air-expressed 500 belts to Portland on Sunday. An Air Force plane flew up from Corvallis and back arriving at 2:30 p.m. By closing time Sunday at 6:30 p.m., all that remained were 100 belts — a 100-belt-an-hour average! Every available J.C. in the club, several Jayceettes, some Albany and Gresham J.C.'s and the Air Force all pitched in to keep five ramps going to make 25 to 30 seat-belt installations per hour. Even at this rate, cars were lined up for nine blocks patiently waiting two to four hours in 90° heat for their belts.

On Saturday a local disc jockey had seat belts installed in his car. That night he lost control of his car and "spun-out" on a curve, ran across the road and hit a power pole head on. He said afterwards that had it not been for the seat belts, he is sure that his passenger would have been thrown out of the car through the windshield and killed or seriously injured. As it was, all the passenger got was a bump on the head. As for the driver, he had a bruise on each hip where the seat belt held him in place. The car was a total wreck!



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This book has been written to provide teacher-training institutions with a text for prospective safety education teachers plus to provide ample material to enable all teachers to carry on the safety instruction required by law in many states.

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Safeguarding Safety Progress

From Page 15

to buy and use. Safety, in any environment from a bathtub to a bomb shelter, is a relative term, not an absolute. In the case of the automobile, we can only design into it the greatest degree of safety that is consistent with other essential functional characteristics. Beyond that, we must depend on intelligent use.

The suggestion that we abandon hope of teaching drivers to avoid traffic accidents and concentrate on designing cars that will make collision harmless is a perplexing combination of defeatism and wishful thinking. It is a little like suggesting that we neglect good health habits in favor of reliance on miracle drugs — and on some method of compelling people to take them. And it ignores the notable progress that so many states and cities have made in accident reduction through driver improvement.

Certainly, the design and performance characteristics of the automobile are a factor in the problem. Automobile manufacturers have long worked diligently and productively to make good driving easier and to provide increased crash injury protection. I hardly need detail for this audience the long list of improvements that have been developed and adopted.

I assure you that this progress will continue. New designs and devices will be adopted as rapidly as our research, development and test work assure us that they are practicable and desirable.

Progress will continue, that is, if we may continue to adhere to the approach that has produced the gains of the past. Every year's new model cars are safer as well as better in other respects, but these improvements are in response to forces at work in our free competitive economy—*not* in response to *regulatory* forces.

There is certainly a proper and productive role for government in safety promotion. However, the imposition of arbitrary controls as a substitute for strongly motivated voluntary action by competent engineers in industry might well *inhibit progress.*

There is little doubt that today everybody is for safety. This is true in the highway area as in other fields. I believe the vast majority of people *want to drive well* and are *deeply concerned* about traffic hazards.

In my opinion, you *don't* have to sell highway safety as such. You have pretty well overcome any public indifference to your basic objective. To this extent the public is already with you.

Your major task now is to spell out and sell the measures that will achieve greater highway safety. This can be done—if three conditions are met.

- First, always be sure that the measures for which you ask support are fully worthy of support. The public is not apt to buy an inferior idea just because its objective is safety.

- Secondly, always do a competent *selling job.* The mere fact that safety is important guarantees neither an audience nor an impact.

- Thirdly, always be *specific* in seeking a public response. "Public support" is an abstraction that must be translated into concrete terms. Tell people exactly what they should or should not do to reduce the number and severity of accidents.

It has been my experience that long-term public information and educattion programs need frequent critical reappraisals.

It is wise to ask ourselves repeatedly:

Are we saying the right things? Are we saying them clearly and persuasively? Are we really reaching people?

In sheer volume of publicity, traffic safety is probably second to no other good cause. And there is no question that much of what is being done, both locally and nationally, is of excellent quality.

However, the persistent and proper emphasis of traffic safety workers on the need for greater public support suggests that the effort can and should be further improved.

The problem may lie in part in the fact that this is the one area of traffic safety for which responsibility is not clearly allocated. Perhaps the benefit of highly diverse participation in pub-

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Mailbag

From Page 23

look for it, however that would require education also as some towns are using a flashing red as a caution sign at school crossings, red and green during school hours, flashing red at other times.

B. McDaniel
general engineer
Mineral Wells, Tex.

Unpredictable Mix

After reading Mr. H. Somerfeld's letter in *The Mail Bag* section of your September issue and your observation that Mr. Mate was probably still on his world tour, I thought I might offer my answer to the question raised concerning mixing gasoline and oil.

With 26 years of oil and gas experience, including manufacture and processing of fuels, I am well aware of Mr. Mate's "trick," although it is only a substitute or makeshift device that is not dependable.

The answer lies in a fuel quality called volatility, often expressed as Reid Vapor pressure. All gasolines should be tailor-made for the area altitude and usually are. A high vapor pressure gasoline (26# RVP) will boil open at sea level at a fairly low temperature. In a motor car, this can cause "vapor lock" in the fuel system, so fuels are kept around 7# and 10# depending on season. If this motor car went to a high altitude, due to reduced atmospheric pressure the fuel could boil and vapor lock, stalling the car.

Some motorists believe that if they add or blend a fuel with a low vapor pressure to their high volatile gasoline they will reduce the volatility and thereby prevent vapor lock.

Actually the vapor pressure of hydrocarbons is additive based on their fractional part of the whole. The "trick" may work sometimes depending on the vapor pressures involved.

Don Attaway,
chief safety engineer,
Thiokol Chemical Corp.
Longhorn Division

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Circle Item No. 7—Reader Service Card

How Much Control?

From Page 13

for the public. Forced to meet safety standards set by the government, manufacturers would be encouraged to offer these same features as optional equipment or, perhaps, as standard equipment. Furthermore, government approval of certain safety features no doubt would lead to widespread public demands for the inclusion of these features on models offered the public.

That is what happened in the case of seat belts. When federal agencies, led by the Public Health Service, began installing and using seat belts, the public began to take interest. The states began to take interest. State legislatures passed laws requiring seat belt attachments on new automobiles. The industry then began offering front seat attachments on 1962 models.

In our hearings on motor vehicle safety, the American Medical Association submitted a list of safety features repeatedly recommended by physicians, researchers, and safety engineers with little success. These included seat belt anchorages, crash padding, improved steering wheel, safety door locks, removal of dangerous knobs, securely anchored seats, the elimination of pointed hood ornaments, and other hazardous exterior design features.

My bill, which passed the House in 1959, has been reintroduced and is now pending before my subcommittee. Hearings have been held but some question has been raised as to which agency should set safety standards and we have not worked out that problem.

The bill was bitterly opposed on the floor of the House on the grounds that it would increase the cost of automobiles bought by the government. Even if it did, I say the increased cost would be justified. But cutting down on deaths and injuries will save money, even if we could measure the worth of human life in dollars.

Furthermore, many or all of these essential safety features could be paid for by eliminating chrome and frills which serve no useful purpose. But, you will note that some of these recommendations such as eliminating hazardous knobs and gadgets, would cut costs. So economy cannot be the whole reason. There seems to be a pride of authorship factor working here which makes any suggestion from a mere congressman offensive to a professional designer of automobiles.

Be that as it may, the federal government has a responsibility to its civilian employes and military personnel to provide them with the safest passenger vehicles possible. There is no question of states' rights here. It is just a question of saving human lives and reducing expenses for disability pensions and death benefits.

At the same time, by putting safer cars on the market we will be making a real contribution to safety.

Earlier, I mentioned the growing demands from the public that the federal government do more to promote highway safety. Pressure increases each year for more drastic remedies to meet this problem.

Now, I am not one who believes that passing a law is the ideal way to solve any or all of our problems.

As a nation, we abhor regulations, and rightly so—especially regulation at long range from Washington. We like to see things which must be done accomplished voluntarily. But the fact that we have food and drug laws is proof that things, even essential things, cannot always be done voluntarily. The fact that we have federal regulation of aviation is proof that business, even big business, cannot always regulate itself.

Traditionally, we have relied on the states to set safety standards for passenger automobiles.

The states could force the industry to build safer vehicles and to provide the minimum safety features our doctors think are essential. This was suggested in a report to Congress in 1959 by the Department of Commerce.

That report said: "There are residues of weakness in automotive design and function, however, to which manufacturers and public officers alike need to give further attention."

Now, this is the Department of Commerce speaking and Lewis L. Strauss, the secretary who submitted the report, cannot be accused of being a wild-eyed visionary or an enemy of business.

Continuing, the report had this to say: "Many states require certification through their motor vehicle departments that these standards have been met. An expansion of such standards, and a more widespread use of the certification process by the states, would lead to a quicker adoption of desirable vehicle safety features."

A very good example of where the states could and should tighten up laws to protect the public is found in the situation facing a motorist who wants to buy some automobile brake fluid.

Last year, when Chrysler found that 28 per cent of the brake fluid sold in the Detroit area was substandard, I checked up and was surprised to learn that although 27 states and the District of Columbia had regulations covering the sale of brake fluid, in only about 10 instances were the regulations really effective.

Now, an ordinary motorist just has no way of knowing when he has been sold substandard brake fluid and may not find out until his brakes fail at some crucial moment.

I understand that some of the states have tightened up their laws since I introduced my bill to establish federal standards for brake fluid but if the situation is not a whole lot better when Congress convenes again in January, I am going to press for early action on my bill.

In another area, the federal government may be forced to take action. That is in trying to curb the smog menace.

More than a year ago my subcommittee held a hearing on methods of controlling so-called blow-by gases, which we are told account for 40 per cent of the smog-producing fumes caused by automobiles.

An inexpensive device for piping these unburned gases back into the engine will eliminate these blow-by fumes. Secretary Flemming, head of the Department of Health, Education, and Welfare, in the last administration, recommended the voluntary installation of these devices as standard equipment. The present secretary has joined in that recommendation.

Federal legislation may be necessary to force the installation of this device. We will have to wait and see. But air pollution is one of our major health problems and the public is demanding action.

I have introduced a bill to require

that drivers in interstate commerce hold permits from states which have permit laws substantially in conformance with the uniform code. Perhaps this should be amended to require physical examinations. I understand that Pennsylvania now is the only state which has a physical examination requirement stringent enough to weed out all those unfit to drive.

I would go further than forcing the states to meet the minimum requirements of the code regarding permits. We might even amend the law to cut off federal highway funds to states which do not adopt the uniform code.

I think we will all agree that most of the states are lagging in setting minimum requirements for drivers. Serious violations, such as driving while drunk, are being winked at. Potential killers are being left on the highways. There is too much ticket-fixing. In some of the states driver licensing laws are little more than revenue measures. Permits are renewed by mail on payment of a fee. Persons retired for physical disabilities are permitted to drive without physical examinations.

The federal government has not hesitated to require strict physical examinations for all airplane pilots. Why should we hesitate to require the same high standards for motor vehicle operators? It is a well-known fact that there are 75 million drivers of trucks and automobiles who constantly move over Uncle Sam's highways. Yet, our highways are literally filled with drivers who are color blind, partially blind, drug addicts, alcoholics and people subject to black-outs. Persons with mental deficiencies and physical defects which should disqualify them from operating cars drive on high-speed interstate highways.

There is a great difference in dear old Uncle Zeke who drives from the farm to the country store in a small rural community and the same man driving on U. S. Highway Number 1 from Washington to New York.

While I have been an advocate of the construction of safer automobiles and still am convinced that industry can do a better job, I am perfectly willing to admit that one cause of our heavy accident toll is that operating the modern automobile calls for better physical and mental equipment than many states require.

I am constantly amazed at the tenacity with which many people fight to keep their drivers licenses as if driving were a God-given, heavenly endowed, or contractual right. To drive is a privilege, not a right.

People who would not dream of harming a neighbor by fostering a nuisance which endangers public health, think nothing of loading a car with the grandchildren and children of a neighbor even though they may require a magnifying glass to read a newspaper.

If the states cannot or will not do something about these potential killers, it is time for the federal government to take action.

I have not covered all of the areas in which my subcommittee has taken an interest but I have tried to hit the high points and give you an indication of the way things are going in Washington. Your comments and suggestions will be deeply appreciated by all members of the Subcommittee on Health and Safety, which has the responsibility of developing and considering plans and programs.

We welcome the counsel and advice of all those interested in this problem of highway safety.

News from Capitol Hill

From Page 10

function would be to provide leadership and knowledge to intensify safety activities and programs in such state in all safety fields," and (2) for each such state safety council to establish a local safety council "in each of the counties (or other comparable political subdivisions)," whose main function would be "to develop and promote community support for governmental agencies charged with the promotion of public safety and to make safety a matter of concern in every home."

THE "EYES" HAVE IT . . . .

Here is an aid that has proven practical in teaching visually the principles of safety. It's simple, effective and works wonders in teaching your drivers.

The MAGNO SAF-T BOARD is the result of studies by outstanding safety instructors and engineers. Safety directors, traffic managers, driving instructors, insurance agents and adjusters get a clear picture of how accidents occurred visually by reconstruction of conditions.

It is now being used from coast to coast by fleet owners, insurance and public utility companies, colleges and schools, and many other concerns interested in public safety. Consisting of a BOARD with typical street intersections on one side. The other side is a BLACKBOARD on which any street or road situation can be drawn with chalk and then erased. It has scale models of vehicles, traffic markers and accessories that can be placed in any conceivable traffic situation.

Write for our folder. It contains full information.

MAGNO SAF-T BOARD© **EMIGSVILLE, PA.**

Circle Item No. 9—Reader Service Card

Safety Library

From Page 4

ciency from Akers' new Charlotte base; ideas on vehicle selection, driver training and use of truck stops. (A fifteen-page, mobile editorial team report). *Commercial Car Journal*. September, 1961. p70-84.

Pavements

A city-wide residential paving program. Thomas A. Thompson. *Street Engineering*. September, 1961. p8-11.

Report results on pavement-joint test; 21-year-old experiment in southern Minnesota. *Better Roads*. September, 1961. p21-22, 41-42.

Those holes in the pavement: a test device; 3-year study in South Dakota. *Better Roads*. September, 1961. p24-25.

Police

A basic bibliography for police traffic administration. *Traffic Digest and Review*. August, 1961. p20-23.

Traffic patrol. Part two of two parts. *Traffic Digest and Review*. August, 1961. p9-11, 31.

School buses

North Dakota School Bus Standards, 1961. 62pp. Department of Public Instruction, Bismark, N. D.

Regulations for School Bus Operation; Standards and Training Procedures for Drivers. 25pp. Traffic Safety Division, Arizona Highway Dept., Phoenix, Ariz.

School Bus Driver Manual. 1961. 24pp. State Department of Public Instruction, Helena, Mont.

School Bus Transportation in Illinois. 86pp. Office of the Superintendent of Public Instruction, Springfield, Ill.

School patrols

The AAA protects your child. Donald B. Callander. *American Motorist*. September, 1961. p7-8.

Signs and signals

Device gives warning as driver decelerates. Joseph M. Callahan. *Automotive News*. Oct. 9, 1961. p17.

Four and one half miles of lane control signals. Rex G. Still. *Traffic Engineering*. September, 1961. p17-19.

Traffic

High Speed Study. May 1960-61. Connecticut State Highway Dept.

Traffic pacing system on trial near Detroit. *Traffic Engineering*. September, 1961. p30, 32.

Transportation

A Directory of Transportation Education in American Colleges and Universities. Compiled by Gilbert James. 1961. 49pp. The Transportation Center at Northwestern University, 1818 Hinman Ave., Evanston, Ill. Price $3.50.

Women

Women on Wheels. *American Motorist*. September, 1961. p10, 12.

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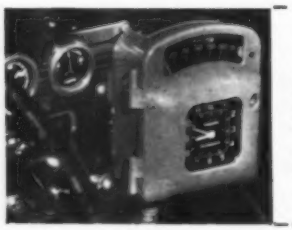

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ADDRESSES OF MAGAZINES LISTED

American Motorist
18 Carlisle St.
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Automotive News
965 E. Jefferson Ave.
Detroit 7, Mich.

Better Roads
173 W. Madison St.
Chicago, Ill.

Brake and Front End Service
11 S. Forge St.
Akron 4, Ohio

Commercial Car Journal
Chestnut & 56th Sts.
Philadelphia, Pa.

Fleet Owner
330 W. 42nd St.
New York 36, N. Y.

Inspection News of the Retail Credit Co.
Atlanta, Ga.

Street Engineering
22 W. Maple St.
Chicago 10, Ill.

Traffic Digest and Review
1804 Hinman Ave.
Evanston, Ill.

Traffic Engineering
2029 K St., N.W.
Washington 6, D. C.

NEW... SAFETY EQUIPMENT

Publication of product announcements in this section should not be construed as endorsement or approval by the National Safety Council.

Crew Cab Heater

A Crew Cab Heater which installs beneath the seat of standard crew cab bodies is now in production at the Morrison-Peluse Company, Denver, Colorado.

It is said to provide clean, heated fresh air in any enclosed cab and is completely safe for personnel. Heat is thermostatically controlled. A standard propane gas bottle furnishes fuel permitting the heater to operate when vehicle is stopped, thus saving gasoline and engine wear.

As a safety feature, all gas immediately cuts off to the heater in case of battery failure or power shutoff. All products of combustion are exhausted through the vehicle floor, safely away from personnel. Only safe heated fresh air is forced into the cab area.

The unit installs easily in 13½″ x 13″ x 7″ space, weighs 27 pounds, and has a 12,000 BTU input. Simple toggle switches turn heater and burner ignition on and off. MORRISON-PELSUE COMPANY, 2001 SOUTH BANNOCK STREET, DENVER 23, COLORADO.

(Item 41)

Guard Rail Steel Beam

Taking the "kill" out of "Schuylkill" is more than six miles of steel beam guard rail installed in the median strip of the Schuylkill Expressway in Montgomery County and the City of Philadelphia.

In the period from January 1, 1961, to August 31, the police record shows that without the median barrier five cross-over accidents occurred in which eight persons were hurt. Three of these mishaps were due to reckless driving and two because of too fast driving. The expressway is now carrying traffic in a volume predicted for 1970, and the incidence of serious accidents has been causing highway authorities an ever-growing concern. Installation of the steel median strip barrier will minimize the cross-over danger, traffic authorities are convinced.

Honeywill Constructors, Inc., of Pittsburgh, carried out the installation, which starts at Valley Forge and runs in three stages in locations of highest accident frequency through the Girard Avenue interchange.

Bethlehem Steel Company furnished 67,000 lineal feet (300 tons) of standard galvanized beam guard rail; 2,744 steel posts; and 5,488 offset steel brackets for installing the rail on the posts.

(Item 42)

Emergency Vehicle Communications

Intended for use on police cruisers, state highway patrol cars, fire department vehicles, ambulances, helicopters, and other types of municipal, industrial and military emergency vehicles, the high fidelity Penetrator is an electronic, completely transistorized, combination "siren, public address and radio amplifier system."

New Fyr-Fyter Model 12PT75 Penetrator also features an added fourth "voice," a unique-in-sound, special emergency "Alert" signal perfected to attract instant public attention.

Unit output is a full 75-watts. Earlier versions of the same system were rated at 25- and 50-watts. Controls (only 4 in number) and entire amplification circuit are incorporated in one small, lightweight, easy to install and service control-amplifier. Control-amplifier unit measures a compact 5⅝″ wide, 6¾″ deep, 3¼″ high. Made of durable extruded aluminum, it includes an adjustable mounting yoke which allows easy attachment in any of several positions either below or atop vehicle dashboard. Entire Penetrator system weighs 15 lbs.

Whatever the emergency situation, the Penetrator can instantly provide exactly the right communication assistance needed. Driver, with a fast flip-of-a-switch, can convert from "Alert" signal to siren (manual or automatic operation), to public address, to radio amplification. All controls are at his immediate fingerstips. No warm-up time, no pause before or between switchover is required. THE FYR-FYTER COMPANY, 221 CRANE STREET, DAYTON 1, OHIO.

(Item 43)

Stephenson Corp. Appoints Vice President-Sales

The appointment of Ed B. Bickly as Vice President-Sales of the Stephenson Corporation, Red Bank, New Jersey, has just been announced by William H. Stephenson, President. Bickly will supervise sales, advertising and public relations for this manufacturer of Resuscitators, Radar Speed Controls, Breath-Testing Instruments (for detecting intoxication), and similar equipment.

Bickly's background comprises twenty years of engineering and sales work, the latter fourteen in sales management capacities on a regional and national basis. Most recently he has been prominently identified with the development and sale of Radar Speed Control devices used by municipal and state police.

COMING EVENTS

Dec. 10-12, New Orleans, La.

Louisiana Safety Conference. Roosevelt Hotel. Contact Dudley Andry, 823 Perdido St., New Orleans 12.

Jan. 7-10, Denver, Colo.

Symposium on the Deaf Driver in the United States. Denver College of Law. Contact Municipal Judge Sherman G. Finesilver, director, Denver Driver Improvement School, City and County Building, Denver 2.

Jan. 18-19, Milwaukee, Wis.

Wisconsin Annual Mid-Winter Safety Conference and Exposition. Hotel Schroeder. Contact R. W. Gillette, executive director, Wisconsin Council of Safety, Inc., 119 W. Washington Ave., Madison 3, Wis.

Jan. 25-27, University of California

Fourteenth California Street and Highway Conference. Los Angeles Campus, University of California. Contact E. T. Telford, California assistant state highway engineer.

Feb. 2-9, Oregon State University

Northwest Roads and Streets Conference. Campus of Oregon State University. Contact J. Al. Head, assistant traffic engineer, State Highway Building, Salem, Ore.

Feb. 7, Dayton, Ohio

Tenth Annual Miami Valley Safety Conference. Biltmore Hotel. Contact Fred H. Lewis, manager, Safety Council, Dayton Area Chamber of Commerce, Biltmore Hotel, Dayton 2.

March 4-6, Little Rock, Ark.

Southern Safety Conference and Exposition. Marion Hotel. Contact W. L. Groth, executive director, P. O. Box 8927, Richmond 25, Va.

March 7-8, Philadelphia, Pa.

Twenty-eighth Annual Regional Safety and Fire Conference and Exhibit. Bellevue-Stratford. Contact Harry H. Verdier, executive director, Safety Council, Chamber of Commerce of Greater Philadelphia, 121 S. Broad St., Philadelphia 7.

March 20-21, Fort Wayne, Ind.

Northeastern Indiana Safety Conference and Exhibit. Contact Ivan A. Martin, manager, Safety Council, Chamber of Commerce Building, Fort Wayne.

March 25-28, Dallas, Tex.

Annual Texas Safety Conference. Adolphus Hotel. Contact J. O. Musick, general manager, Texas Safety Association, 830 Littlefield Bldg., Austin.

March 27-29, Pittsburgh, Pa.

Thirty-seventh Annual Western Pennsylvania Safety Engineering Conference and Exhibit. Pittsburgh Hilton. Contact Harry H. Brainerd, executive manager, Western Pennsylvania Safety Council, 305 First Federal Bldg., Pittsburgh 19.

March 31, New Haven, Conn.

Connecticut Governor's Conference on Traffic Safety. Yale University. Contact James K. Williams, executive director, Connecticut Safety Commission, 165 Capitol Ave., Hartford 15, Conn.

Safeguarding Safety Progress

From Page 44

lic information activities is being diluted by lack of fully adequate *coordination.*

Or it may be that still higher performance standards in the field of safety communications must be defined and applied.

I do not pretend to have the answer, but I am convinced that this problem merits your continuing, earnest attention.

With public support for necessary action more fully mobilized, progress in highway safety will be greatly accelerated. People will no longer merely say, "Why don't they do something?" They will know what needs doing and they will help get it done—as good drivers, good parents and good citizens.

Moreover, the benefits will extend to other fields of safety. Today, the term "highway user" doesn't mean a special class. It means just about everyone. Thus, greater safety consciousness on the road will have a broad and potent carry-over to every other activity where safety is a critical factor.

I have full confidence in the ability of the men and women of the organized safety movement to make accelerating progress—both in technical areas and in mobilizing public support.

You have all the requisites to render distinguished public service: unselfish interest, professional competence, cooperative spirit and unflagging energy.

And you have this great oragnization, the National Safety Council, as an invaluable mechanism to help give direction and impetus to your efforts.

I am sure that I am joined by all thinking persons in commending you, wishing you well and pledging support in your great humanitarian work.

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Rockwell Mfg. Co. .....I.F.C.

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Williams Jewelry & Mfg. Co. 50

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Here's how to use card #2—the first set of numbers is keyed to products advertised throughout the magazine, the second set to items shown in the New Product section and the third set to the Safety Products Literature section. Simply circle the number of any item in which you're interested and we'll ask the manufacturer to send you full information without obligation. No postage is required when the card is mailed in the United States.

Advertised Products

—are included for your benefit to help you solve accident problems. To get full information on a product in which you are especially interested, circle the corresponding page number on the Reader Service Postcard.

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—shown in the special section, has been carefully reviewed. Only new products or newsworthy improvements in existing equipment are considered eligible for inclusion in this listing.

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DECEMBER, 1961

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In ordering subscriptions for members of your staff attach separate sheet showing names and addresses so that we can send their magazine directly to them each month, without delay.

All prices shown are based on a single order for delivery in one shipment to one destination (one shipment per month on annual subscriptions). Quantities are not cumulative over a period of time, or for a number of locations, to obtain quantity prices.

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Should you want additional information or special consultation on your specific problems, don't hesitate to write to the manufacturers. They welcome your inquiries and will answer your questions without obligation.

Although the Council does not test or examine the products advertised or mentioned in the editorial features, staff engineers and technicians review all product information in an effort to determine that descriptions and performance claims are accurate. It should not be construed, however, that commercial products are approved or endorsed by the National Safety Council.

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Make sure that all the items you want to know about are circled . . . check to make sure that your name, organization and address are printed on the reverse side of the postcard . . . THEN mail it today.

NOW! An ice control program that cuts accidents and complaints!

The Morton Safe-T-Salt* Ice Control Program can help you accomplish two important jobs this winter . . . public safety and public relations!

Streets are safer when they are salted with Safe-T-Salt, because it is a screened and graded rock salt that gets rid of dangerous ice and snow in the quickest, safest, most economical way possible.

The name "Safe-T-Salt" was developed to explain this job to the public. As you know, too many uninformed citizens complain about de-icing programs every winter. The "Safe-T-Salt" name will cut down those complaints by emphasizing the safety value of salting treacherous pavements . . . will keep the public aware of your efforts to reduce winter driving hazards.

The truck banner in the illustration above represents one way that safety salting can be made popular. These banners are available free to Morton Salt customers. Your Morton representative can supply them and other material . . . as well as furnishing you with helpful publicity features for your local newspapers, explaining the value of de-icing programs. He'll be glad to help you start planning *now* for a safer and happier winter.

FOR MORE INFORMATION ON MORTON SAFE-T-SALT, MAIL THIS COUPON TODAY

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INDUSTRIAL DIVISION

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Name_____

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City_____ Zone_____ State_____

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Dept. TS-12, 110 N. Wacker Drive, Chicago 6, Ill.

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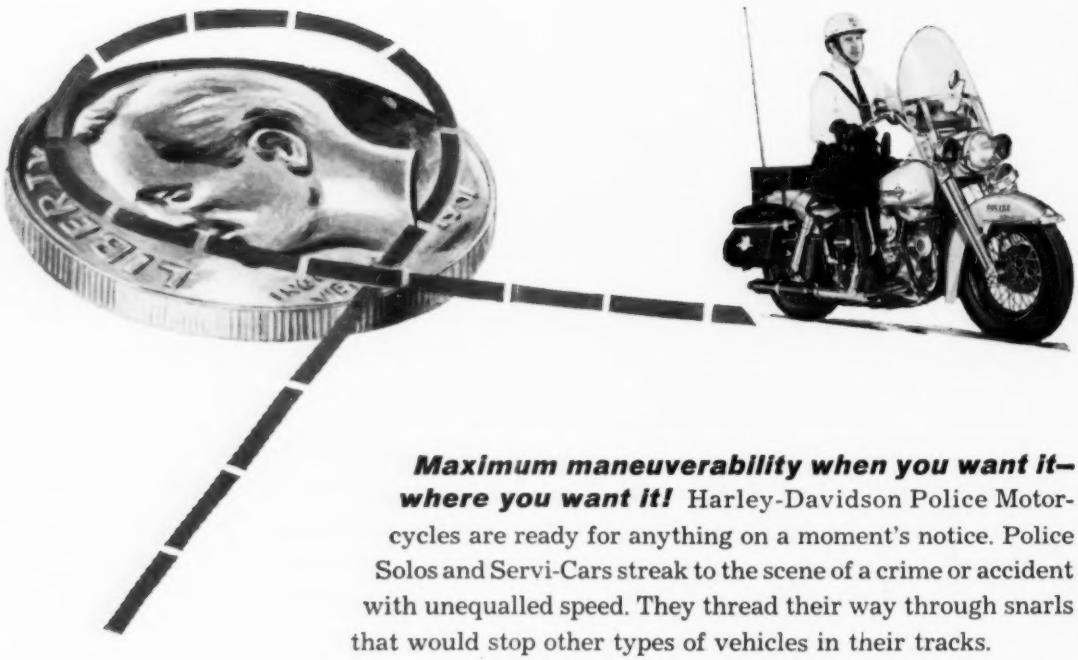
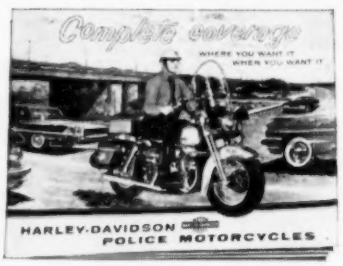
turn on a dime ...get there in time



Maximum maneuverability when you want it—where you want it! Harley-Davidson Police Motorcycles are ready for anything on a moment's notice. Police Solos and Servi-Cars streak to the scene of a crime or accident with unequalled speed. They thread their way through snarls that would stop other types of vehicles in their tracks.

Harley-Davidson Police Motorcycles command the respect of officers. They are comfortable to ride — and are always dependable. More than 55 years of Harley-Davidson motorcycle experience is built into them. Little wonder Harley-Davidson's are the finest police vehicles in the world.

Send for your free copy of the new, completely illustrated Harley-Davidson Police Motorcycle brochure. Address your request to Harley-Davidson Motor Co., Milwaukee 1, Wis., Dept. TS-12.



Stretching the long arm of the law

HARLEY-DAVIDSON *Police Motorcycles*

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